



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

THE BEST THING
IN SIGHT
IS
CROOKES' GLASSES.

N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,964

號四十六百九千九萬一第

日一十二月五年戌壬

HONGKONG, FRIDAY, JUNE 16TH, 1922.

五拜禮

號六十月六年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

MARTINI & ROSSI'S

ITALIAN
VERMOUTH

With Cold Water.

OF ALL DEALERS.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of RIFLES
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
Favorite powder, E. C. and SMOKE-
LESS DIAMOND.
THE HONGKONG SPORTING ARMS
& AMMUNITION STORE
Nos. 5-6, Beaconsfield Arcade

A LING & CO.
15, Queen's Road Central
HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and
Mirror Makers.
Custom Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

Week Days.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 8.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
Night Cars.
8.50 p.m. to 9.00 p.m. 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SUNDAY.
Extra Car—12 midnight.
SUNDAYS.
7.45 a.m. to 8.00 a.m. every 15 minutes.
8.00 a.m. to 11.00 " " 15 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon " 1.00 p.m. " " 10 " "
1.00 p.m. " 2.00 " " 15 " "
2.00 " " 3.10 " " 10 " "
Night Cars.
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
rate stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Compro Order represent-
Bank Notes

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 10TH, 1911 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	Local	Local	Local	Local	Express	Local	Local	Local	Local	Express	Local	Local	Local	Local	Express
CANTON	dep.														
Shek Tung	dep.														
Shum Chai	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Yuen Long	dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45

UP TRAINS

Station	Local	Local	Local	Local	Express	Local	Local	Local	Local	Express	Local	Local	Local	Local	Express
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														
Yuen Long	dep.														

* Will stop at Taiipo and Sheungshui for first-class passengers on notice being given
to the guard at Kowloon.

SHA TAU KOK BRANCH.

Passing ... dep. 7.45 11.30 2.30 5.30 8.30 10.15 1.05 6.00
Shataukoh ... arr. 8.40 12.25 3.15 7.15 10.15 11.10 1.00 5.55

NOTICE TO PASSENGERS.
The Railway Administration do not guarantee the services mentioned in this
table will connect with the trains as shown.
Further information may be obtained at the Railway Office, Kowloon,
from Messrs. Tuck, Cook & Son, Hongkong, or from The American Express
Company, Hongkong.

H. P. WINGLOW, Manager.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association
610 TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
\$5-6 in cities and some popular resorts
\$4-5 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko)	Kyoto	Nagoya	Shimonoseki
Lakeview Hotel	Kyoto Hotel	Nagoya Hotel	San-ya Hotel
Kamakura	Miyako Hotel	Nara	Shirakawa
Kashin Hotel	Matsumoto	Nikko	Daitokuwan Hotel
Karuzawa	Part Hotel	Nikko	Tokyo
Mitsunaka Hotel	Miyajima	Kanagawa	Imperial Hotel
Mitsunaka Hotel	Miyajima Hotel	Nikko Hotel	Tokyo Station Hotel
Kobe	Miyajima Hotel	Osaka	Trakji Ekyokan Hotel
Oriental Hotel	Fujiya Hotel	Osaka Hotel	Yokohama
for Hotel	Nagasaki	Osaka Hotel	Grand Hotel

IN TAIWAN (FORMOSA)

Changchun	Hotel (Makien)
Chosen Hotel	Yamato Hotel
Fusan	Yamato Hotel
Fusan Station Hotel	Yamato Hotel
Shingishu	Yamato Hotel
Shingishu Station Hotel	Yamato Hotel

IN MANCHURIA

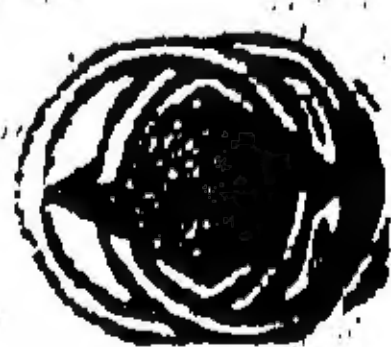
Changchun	Hotel (Makien)
Chosen Hotel	Yamato Hotel
Fusan	Yamato Hotel
Fusan Station Hotel	Yamato Hotel
Shingishu	Yamato Hotel
Shingishu Station Hotel	Yamato Hotel

THE STANDARD LIFE ASSURANCE CO.

£1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.,
Agents,
2, Queen's Buildings.



KAIPING HOUSEHOLD COAL

From 1st April 1922 prices of KAIPING HOUSEHOLD COAL will be
as follows—

Delivered to Peak District (above Bowen Road) ... \$21.00 per ton.
" Bowen Road and Lower Levels ... \$20.00 " "
" Kowloon ... \$19.00 " "

Orders should be sent in writing at least 24 hours, before the Coal is required.
All orders must be accompanied by cash, Cheque, or Compro Order payable
to "THE KAILAN MINING ADMINISTRATION."

THE KAILAN MINING ADMINISTRATION
HEAD OFFICE—HENTYIN.

DODWELL & CO., LTD., Agents, Hongkong.

HONGKONG, CANTON & MACAO STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 6 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings—To Macao—Daily at 8 a.m. (Sundays at 9 a.m. only).
From Macao—Daily at 1 p.m. (Sundays at 3.30 p.m. only).
Further information may be obtained at the Company's Office, 44, Des Voeux Rd. Central
Messrs. Tuck, Cook & Son, or the American Express Company, Hongkong.

THOS. COOK & SON.

RAILWAY STEAMSHIP FREIGHT
INSURANCE BANKERS. AGENTS

Tickets issued. Letters of Credit & Circular Notes issued and Cashed.
"FAR EASTERN TRAVELLERS GAZETTE"
free on application.

143 OFFICES THROUGHOUT THE WORLD 143

HONGKONG, SHANGHAI, TIENTSIN, PEKING & YOKOHAMA
Chief Office—LUDGATE CIRCUS LONDON E.C.

Local Address—Hongkong Hotel Building.
HONGKONG: Telephone No. 524-5.

SIXTIETH YEAR OF PUBLICATION.

THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM, PHILIPPINES,
NETHERLANDS INDIA, etc.

1922

HAS JUST BEEN ISSUED, CONTAINING—
ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST.
GOVERNMENT AND OFFICIAL DEPARTMENTS.
BRITISH, AMERICAN AND JAPANESE NAVIES.
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND
TRADE-CENTRES OF THE FAR EAST.
TREATIES, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC.
15 UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.

1,800 Pages 1,800 Pages

Complete Edition ... \$12 local currency
Abridged Edition ... \$5

AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date April 1st, 1922, Sir Godfrey
Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says—
Sir,—I beg to acknowledge the receipt of your letter of the 23rd
instant and am desired by the Prince of Wales to thank you for the
copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR
CHINA, JAPAN, THE STRAITS SETTLEMENTS, etc., etc." which His Royal
Highness has been pleased to accept, and which will be extremely
useful during the remainder of the tour.

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
Hongkong.

JAPAN COAL AND GENERAL IMPORTS & EXPORTS

AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO.

No. 14, PEDDER ST., HONGKONG.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. George's Building, Hongkong.

Chairman of Board of Directors

Mr. WONG SHIU HAM.

Chief Manager—Mr. L. S. HOLM.

Asst. Manager—Mr. K. T. WONG.

Hongkong Manager—Mr. L. P. ALLEN.

Foreign exchange and General Banking
business transacted.

Current, Savings and Fixed Deposits bear
interests at rates of 2 per cent., 4 per cent., and
6 per cent., per annum, respectively.

L. S. HOLM

Hongkong, October 2nd, 1920.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, Etc.

A Comprehensive and Complete Report

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, \$12 per
annum. Including Postage to any part of
the world, \$14.

HOTELS

HONGKONG HOTEL

PEAK HOTEL

REPULSE BAY HOTEL

Hongkong Hotel, Co., Ltd.

17

KING EDWARD HOTEL

CENTRAL LOCATION

Electric Lifts and Lighting

Telephone on each floor

Hotel Launch meets all Steamers

Telephone No. 578

Tel. Address VICTORIA

J. WITCHELL,
Manager

THE VICTORIA HOTEL

CANTON

Situated on the British Consulate, Shamshui

The only European Hotel in Canton.

Guides and Chairs provided.

Every information and special attention given
to Tourists.

Reasonable Rates

W. FARMER, Proprietor

CHRISTOPHER BUTTON, Manager

ALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Rds.

1st & 2nd

TWO Minutes from Ferry and Railway

Station. This Hotel which has just

been completely renovated and refurnished

is now up-to-date in every respect and under

English Management.

Cuisine under personal supervision of the

Proprietor

BAR AND BILLIARD ROOMS

TERMS MODERATE

Special arrangement for families on

application to—

J. H. OXBERRY
Proprietors.

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile

Marine and H.M. Navy.

Reading and Writing Rooms. Billiard Room

Officers' Room. C.P.O.'s Room. Restaurant

Concert Hall, Church.

Private Cabins and beds in Dormitories

Steam Launch "Doverstrait."

JUST RECEIVED.

GIBBONS

POSTAGE/STAMP CATALOGUE

PART 2ND

OF

FOREIGN COUNTRIES

1922-23

@ \$4.50

ON SALE

HONGKONG HANBAO REPORTS

of the MEETING of the

LEGISLATIVE COUNCIL, for the

Session 1921.

Revised by the Members

PRICE ... \$5.

DAILY PRESS OFFICE

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kienkiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

in Stock

For quotation apply—

SHANGHAI OFFICE.



Summit SHIRTS

Judge a "SUMMIT" Shirt by your own standard of a good shirt. You'll find it satisfies on every point.

New stock in plain White and White with neat Blue, Black and Mauve stripes with collar to match.

\$6.50. \$8.50 Each.

"SUMMIT" COLLARS IN ALL SIZES.

MACKINTOSH

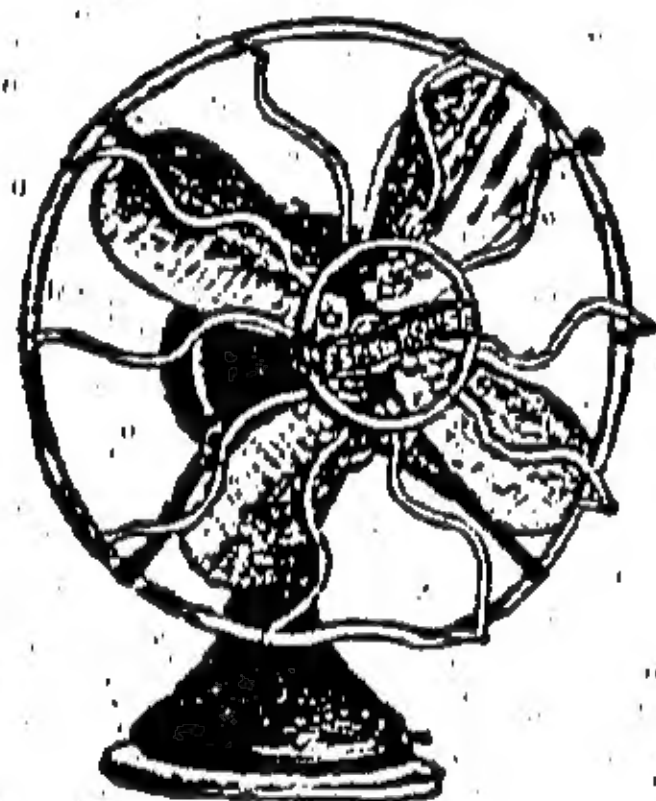
& CO., LTD.,

Men's Wear Specialists.

Alexandra Building, Des Vaux Road.

WASHING TIES
FOR BOYS AND KNOTS.

ELECTRIC FANS!



A LARGE STOCK
HAS JUST ARRIVED

OUR FANS ARE RENOWNED
FOR WORKMANSHIP
QUALITY and SERVICE

Book your order before
it is too late.

THE SINCERE CO., LTD.,
HONGKONG EMPORIUM.

FOR ONE WEEK ONLY
JUNE 12th to 17th.

**SPECIAL ONE DOLLAR
SALE**

OF

DRESS MUSLINS, VOILES

MERCERISED LAWSNS, ETC.

TO-DAY'S VALUED PRICES FOR THESE GOODS
ARE FROM \$1.50 TO \$2.25 YARD, SO AT

ONE DOLLAR A YARD

is a Chance not to be Missed.

REMEMBER FOR ONE WEEK ONLY.

No Patterns. Terms Cash. No Credit Given.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

POLICE ACTIVITIES IN HONGKONG.

ITEMS FROM THE ANNUAL POLICE REPORT.

The total of all cases reported to the Police during the year 1921 was 12,212, showing an increase of 2.77 per cent. on the number in 1920. The average for the last five years is 10,506.

Twenty-five murders were reported during the year. In connection with 15 of these reports, no arrest was made and in the remaining 10 cases arrests were made. There were 2 cases in which convictions were obtained (2 persons both of whom were convicted). In 8 cases there was no conviction (14 persons).

Fifty-six gang robberies were reported to the Police during the year as against 40 in 1920. In 40 cases, no arrest was made, in the remaining 10 cases arrests were made. In 8 cases convictions were obtained (22 persons of whom 15 were convicted and 7 discharged). In two cases there was no conviction (two persons).

Twenty-seven street and highway robberies were reported to the Police during the year as against 31 in 1920. In 22 cases no arrest was made, in the remaining 5 cases arrests were made. In 3 cases convictions were obtained (3 persons all of whom were convicted). In two cases there was no conviction (2 persons).

Ten cases of robberies on boats and junks were reported to the Police during the year as against 14 in 1920. No arrest was made in any of these ten cases.

Twenty-two cases of robberies with violence were reported to the Police during the year as against 16 in 1920. In 19 cases, no arrest was made; in the remaining 3 cases, arrests were made. In all of these three cases, convictions were obtained (7 persons all of whom were convicted).

One hundred and fifty-seven gambling warrants were executed during the year as against 153 in 1920. There were 8 cases in which no conviction was obtained. Thirty-two were "history cases," compared with 11 in 1920.

The estimated value of property stolen during the year was \$376,531.75 as against \$577,587.50 in 1920, a decrease of \$181,055.75. The value of property recovered during the year was \$24,382.00 as against \$68,020.74 in 1920, a decrease under property recovered in the previous year of \$43,638.74.

The lost property return shows 354 articles reported lost valued at \$21,445.50. Articles recovered and articles found which were not reported lost, totalled 131, and the value found is given as \$3,844.48.

Under the Piracy Ordinance, 408 guards were employed up to December 31st. The vessels which had entered into a bond included 205 steamers and 38 steam launches.

A total of 641 dead bodies were "dumped" in the Colony during the year (of these 630 were the bodies of children). In 1920 the total number dumped was 656. The highest number recorded in the past six years was 623 in 1915.

Under the Traffic Regulations 5,604 prosecutions were instituted during the year. The fines for these offences totalled \$13,773.

Five hundred and twenty-three mendicants were arrested and dealt with. 237 of them were sent to Canton once, 84 were sent to Canton twice, and 27 were sent to Canton three times. One of them was sent to Canton for the fifteenth time.

847 Persons were banished from Hongkong.

651 Persons deported from Straits Settlements were sent on by the Police.

1,061 Vagrants were received from Straits Settlements and sent on by the Police.

617 Vagrants were received from the Dutch East Indies and sent on by the Police.

1,592 Vagrants were received from Saigon and sent on by the Police.

437 Coolies were received from Straits Settlements and sent on by the Police.

1,748 Persons were discharged from Victoria Gaol and entered in the Police Criminal Records.

There are in Hongkong:—

1,150 public jirikshas.
1,324 private chairs.
308 private chairs.

These do not include "upper level jirikshas" (10), "Peak jirikshas" (20), and hill district chairs (30).

Kowloon has 700 public jirikshas.

There were 357 private motor cars licensed last year; and 157 motor cars for heavy purposes. Motor car drivers licensed number 606.

Motor-cycle licences issued numbered 294, and licences were taken out by 270 motor-cycle drivers.

There are 6,728 licensed hawkers in the Colony.

Statistics under the Dogs Ordinance are 2,971 dogs licensed during 1921; 17 watch dogs licensed free of charge; 300 stray dogs impounded (320 destroyed); 167 sold or claimed leaving 9 in the Home at the end of the year. Three dogs were destroyed at the request of owners.

The following arms and ammunition were seized and confiscated during the year 1921:—

Winchester Rifles 7
Revolvers 173
Automatic Pistols 49
Manser Pistols 596
Shot guns 2

(Continued at foot of next column.)

THE BOYS' BRIGADE IN CHINA.

A DISPLAY AT SWATOW.

[FROM A CORRESPONDENT.]

SWATOW, June 9th.
The history of Christian work among boys in China reached an important milestone in its progress this week when the South China Battalion of the Boys' Brigade met in Swatow for the first Battalion Display that has ever been held in China.

The Scout Movement has for some time past had its place as a boys' organisation in this country and has developed along many and divergent lines, but it is not generally known that the establishment of the Boys' Brigade has already been effected and that the infancy of the movement is largely a thing of the past.

Unique in its constitution, in that it is the only organisation of its kind that is definitely and essentially Christian, the Boys' Brigade has a distinctive part to play in boys' work.

In emphasising the importance of the meeting this week, however, we are far from wishing to indicate that the B.B. has been unknown hitherto in these parts. It has behind it the history of six years of patient and extremely energetic work and, indeed, this week's display is the fifth which the 1st (Swatow) Company can lay to its credit.

The movement had its beginning in the autumn of 1916 when the 1st China (now S. China) Company was formed in Swatow by Rev. A. G. Gamble of the E. P. Mission. To his energy and powers of organisation, combined with a great gift for dealing with boys, the movement owes much of its present success. A visit from him and a squad of his boys resulted in the formation of the 2nd (Wukingfu) Company, and, about the same time, the 3rd (Shanghai) Company was enrolled. Other companies followed in the Swatow district, run by old boys from the first company, who had received their training under Mr. Gamble, and carried with them some of the keenness they had caught from him. There are now seven companies in all, of which six were present or represented at the display on Thursday.

Proceedings commenced on Tuesday evening when the six companies paraded for a route-march in the environs of Swatow, assembling at the Presbyterian church for a very impressive Dedication Service. The Battalion was welcomed by the Chinese pastor of the congregation, the Rev. St. L. Huang, and the address was given by the Rev. H. F. Williams. He took as his subject the motto "Sure and steadfast" which, together with a large B.B. anchor, surrounded the pulpit. An impressive part of the service was the dedication of the boys of five of the companies. The five flag-bearers lined up in front of the congregation and each knelt in turn while the Rev. T. W. D. James, of Chaochow, pronounced the dedication formula and finally led the gathering in prayer. One could not help being impressed with the solemnity of an occasion which in view of its results in the young life of the country may have a very far-reaching influence, and the spirit present in the meeting seemed to indicate that the members of the battalion realised something of the inner and spiritual aim of the movement to which they had joined themselves.

After a delay of a day, owing to rain, the display was ultimately held on Thursday. The local papers estimate the crowd of spectators at 20,000 to 30,000 people but a moderate judgment of the number of people actually admitted would be 15,000.

The programme opened with the Battalion in column of companies singing two verses of "Onward, Christian Soldiers," to the accompaniment of the 1st Company's band, after which Mr. Gamble, as Battalion Commander, led briefly in prayer. Following the march, past of the battalion the 1st Company began the individual items with Company Drill, which was the first of the nine items contributed by them during the afternoon. The others consisted of Wand Drill, Gymnastic Figure Marching, Educational Exercises, Country Dances, Gymnastic Games, Flag Drill, and Vaulting Horse Exercises. The 2nd (Wukingfu) Company gave a parallel bar display upon the excellence of which the local papers made special comment. Other items consisted of Physical Drill by the 4th (Anteh) Company, Wand Drill by the 5th (Tiam-chhi) Company, Dumb-bell Drill by the 6th (Chin-na) Company, and Marching Exercises by the 7th (Chao-chow) Company.

"I do not propose to comment upon particular items but rather to emphasize the high grade to which all attained. There was a finish, a neatness and precision, about the movements of all the companies which would have rejoiced the hearts of those who have been accustomed to similar B.B. exhibitions at the Albert Hall and elsewhere at home."

Winchester ammunition, 11,137 rds.
Revolvers 21,587
Automatic Pistol 25,287
Manser 81,887
Shot gun ammunition 777

The number of finger prints received from various police stations was 4,099, being an increase of 23 impressions over 1920. The number of persons identified by finger prints was 1,184 being a decrease of 285 persons as compared with the year 1920. The number of records filed 4,040, being a decrease of 822 persons as compared with the year 1920. The number of persons convicted of breach of the Bannan Ordinance 51, being a decrease of 47 persons as compared with the year 1920. The number of persons identified by finger prints for breach of Hawkers License 323, being an increase of 150 persons over 1920. One person was identified by his foot impression, namely Young Po, the fourth prisoner who escaped from Victoria Gaol.

THE RUBBER INDUSTRY.

THE EXPENSIVE POLICY OF LAISSEZ FAIRE.

The *Straits Times*, in a recent article says:—

There have been some references in the House of Commons lately to Crown Colony Loans. The "Straits Settlements" 4½ per cent. loan has had a cold reception and we are not surprised. The Imperial Government does not guarantee the loan, and it is notorious that the financial position in Malaya is very far indeed from satisfactory. So the fact that 98 per cent. of the loan has been left in the hands of the underwriters is just about what might have been expected. A formal guarantee by the Imperial Government would have made some difference, because a security offering no more than 4½ per cent. has to be left all over these days, and not merely round the edges. We have had sent to us a copy of the prospectus, issued on May 4th, of the United States of Brazil Government 7½ per cent. (Coffee Security) Loan of 1922. The lists of this loan were opened in the morning and closed before midday, yet the sum asked for was £20,000,000—just twice as much as the Straits Settlements asked for and has failed, apart from underwriting, to obtain. There is, of course, a very big difference between 4½ and 7½ per cent., but also, there are folk who would have us believe that the whole assets of a British Crown Colony are a much better security than the stocks of coffee held by a South American Government. Many times in the course of discussion on the rubber situation we have referred to the wholly satisfactory results of Government action on behalf of the coffee planters. Valuation schemes have been put in force several times and always with success. It may be noted, also, that they have been put in force by Brazil single handed. The Government of that country has never gone, cap in hand, to the little producers begging them for Heaven's sake to help it. It has never allowed a crisis to threaten the stability of the state whilst it stood on a skilled theory that Government ought not to interfere in trade. It has just gone in on its own and has done what was necessary, and it has saved its people millions on millions by so doing. Brazil is the greatest producer of coffee—turns out about 65 per cent. of the total world supply. When it takes in hand to lift prices all the little producers benefit, but Brazil does not worry about that; for if the policy is good for Brazil nothing else matters. Well now, 65 per cent. of world production is a pretty big proportion, but it is not so big as Britain's proportion of the world's production of plantation rubber. Malaya produces 37 per cent. British possessions, as a whole, produce 74 per cent., so when we are told that it would be useless for British planters to act without Dutch co-operation we are inclined to lose our patience with critics who have neglected to master the rudiments of the problem they discuss.

SPORT.

BASEBALL.

The South China Athletic Association is going to present a strong five-up against the Hongkong Baseball Club in the game to-morrow. The game promises to be interesting. It will be remembered that the South China Athletic Association was "minus" the services of a few of their regular players when they played the Hongkong Americans in their first meeting.

The Chinese line-up will be as under:—Harry W. Chin, 1st base; June, 2nd base; J. Chin, 3rd base; K. S. June, S.S.; Young, L.F.; Daniel Chin, C.F.; Lee, R.F.; Chang, C.; L. Young, P. Reserves, Chi, H. W. Leong and Hui.

Among the above players Messrs. June, Lee and Chang were former members of the Honolulu Chinese Baseball team. The Chinese Athletic Club of Honolulu have sent teams to the States to play against the American Colleges and won many fast games. Also in the above are players who have learned the game in the States. Daniel Chin played many years of Scholastic baseball while Harry W. Chin and June Chin have played many fast semi-pro teams.

A big crowd is expected to witness what promises to be a close game. The game will take place at Happy Valley on Hongkong Football Club ground at 4 p.m.

EUROPEAN'S DISORDERLY BEHAVIOUR.

A man named James White was charged before Mr. E. W. Hamilton, at the Magistracy, yesterday with disorderly conduct and with damaging the uniform of a Chinese constable to the extent of 50 cents.

In answer to the charge, White said he could not remember anything about it.

Having regard to the fact the defendant had been locked up since 2 p.m. the previous day, Mr. Hamilton decided to treat the case leniently. A fine of \$3 with the alternative of 4 days' imprisonment was ordered. White was also ordered to make good the damage done to the constable's coat.

FATAL ACCIDENT.

AT A RAILWAY CROSSING.

A Chinese farmer is reported to have been accidentally killed on the railway line near Lo Wu yesterday morning by the down train.

It appears that the man was leading a bullock over a crossing when he was caught by the express. Both man and bullock were killed instantaneously.

NOW ON SALE.

THE DIRECTORY AND CHRONICLE 1922.

FOR CHINA, JAPAN, KOREA,
INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP-
PINES, BORNEO, Etc.

SIXTIETH ANNUAL ISSUE

containing
1,500 PAGES! 14 MAPS!

SPECIAL NEW MAP OF HONGKONG
AND THE NEW TERRITORIES.

Price \$12

Abridged Edition \$8

THE DIRECTORY covers the notable events, ports and cities of the Far East, from Asteria to India to Siberia, in which European trade is made.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR TOURISTS, giving every detail in connection with the places, their History, Topography, etc.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and port, would alone suffice to fill a large volume.

The Book is printed from New Type, specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms, the Directory gives the CLASSIFIED LIST of TRADES and PROFESSIONS at the larger Commercial Centres.

The ALPHABETICAL LIST OF RESIDENTS in the Far East contains the names of over

20,000 FOREIGNERS.

arranged, with the Initials as well as the full names, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports of the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

THE CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs, Trade, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamps, Duties, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

It is published at the Office of the "HONGKONG DAILY PRESS."

The Directories and Descriptions are of:—

CHINA.		
Peking	Soochow	Chao-tung
Tientsin	Chungking	Whampoa
Peitaiho	Nanking	Kowloon
Chinwangtao	Wuhu	Leppa
Taku	Kewking	Shanghai
Anking	Hankow	Kongmoon
Manchuria	Yochow	Nanning
Trade Cities	Shanghai	Yochow
Newchwang	Ichang	K'chang
Dairen	Changchun	Peking
Port Arthur	Hankow	Holow
Chefoo	Ningpo	Lungchow
Wailaiwei	Wenchow	Mengto
Tsinanfu	Santow	Hokow
Mukden	Foochow	Semao
Shanghai	Amoy	Tongyuen
Hankow	Kirin	Changchun
Swatow	Lungchow	Hanchow

JAPAN & FORMOSA.		
Tokyo	Oaka	Keelung
Yokohama	Moji	Tamara
Yokohama	Moji	Tamara
Kobe	Nagasaki	Takao
Shimonoseki	Hakodati	Asping
	Tamsui	

EASTERN SIBERIA.	
Vladivostok	Nicolajev

CHOSON (Korea).		
Seoul	Wonsan	Maipo
Umsuppo	Pusan	Chinnampo
Kusan	Pingyang	Songjin

HONGKONG AND ITS DEPENDENCIES, MACAO.

FRENCH INDO-CHINA.		
Hanoi	Quinhon	Touan
Haiphong	Annam	Edgou
Tonkin	Hue	Cambridge

PHILIPPINES.		
Manila	Iloilo	Cebu

BORNEO.		
Sarawak	Brunei	Labuan

MALAY STATES.		
Perak	Selangor	Pahang
Negeri Sembilan	Johore	Kedah
Kelantan	Tringganu	Perlis

STRAITS SETTLEMENTS.		
Singapore	Penang	Malacca
Malacca	Malacca	Malacca

PART COAST OF SUMATRA.		
Batavia	Samarang	Peking
Batavia	Samarang	Peking

CHINA AND JAPAN.		
Batavia	Samarang	Peking
Batavia	Samarang	Peking

CHINA AND JAPAN.

CHINA AND JAPAN.

THE MACAO AFFRAY.

CANTON'S DEMANDS.
AN OFFICIAL COMMUNICATION TO THE MACAO GOVERNMENT.

The Canton Times provides the following translation of a despatch sent by the Commissioner of Foreign Affairs at Canton to the Portuguese Consul-General:

On the 25th May, a Portuguese soldier in Macao was abusing a Chinese woman. Chinese workmen went to her help, and were arrested by Portuguese constables. The labour unions, seeing that the workmen were innocently arrested, went to the Police Station and asked for their release. Wong Kui Chuan, the chairman of the General Labour Association, went to the station and asked that they might be bailed out. The Portuguese authorities took no notice of the request. The soldiers then began to fire on the crowd, wounding three and killing two. The workmen stood in front of the station for the whole night asking for the release of those arrested. They created no trouble whatever. On the 26th, a Portuguese band with soldiers on board, came alongside the station. They landed and one of the officers, on the wharf, started to fire as a warning. The constables started a general firing, killing on the spot thirteen workmen, whose names are known and wounding many others. Some of the wounded were stabbed to death.

The above had been reported from different directions and was confirmed by a report from an officer of my office sent to investigate the matter. Again it is reported that after the 26th, many Chinese were killed and wounded by the Portuguese soldiers. The above had been twice protested by me as on record.

I am in receipt of your reply of the 5th inst. enclosing a copy of the letter from the Macao Governor. I find that the statement made in the letter is quite different from the investigation made by our Government. The facts contained in the letter are found to be unreliable. I beg to point out as follows:

In the Macao Governor's reply, it is stated that the riot originated from an African soldier abusing a prostitute. But the riot where the Chinese woman was abused, was at the Chinese Merchants' Steamship Company's wharf, which was not the place where the brothels are located. How is it possible for the Macao authorities to know that she was a prostitute, and even taking it for granted that she was, there is no reason for the soldier to abuse a woman on the public road and allow no passer-by to stop him from such mischievous behaviour. This shows that the soldier knows nothing about discipline and the Macao Government is to be responsible for the incident.

In Europe and America, when such an abuse is committed by negroes on ladies, it generally creates public excitement, and it is not seldom that the negroes get struck to death. How is it possible for the Macao Governor to say that this is a pretext of a plot planned by the workmen? Furthermore, the workmen in Macao are honestly working for their living. They went to the station to apply for the release of their fellow-workmen through their union. If the Portuguese authorities sincerely respected the lives of the Chinese and treated the workmen well, there were good ways to disperse them. The statement that the shooting was without allegor, native and the deep regret expressed by the Macao Government could in no way move the feeling of toleration by the Canton Government and the Chinese population. An assembly of workmen in front of a police station making applications to the authorities, is commonly seen in Europe, America and China. There has never been a case where soldiers were sent out to fire repeatedly on the crowd causing over a hundred dead and wounded.

As all the workmen had neither an inch of iron bar in their hands, nor had they brought with them firearms of any kind, as belligerents would, could it be a fact that the Portuguese soldiers and constables could find no better way to disperse the crowd than to fire and kill them? It must either be that the soldiers were disobeying the orders of their superiors or that the Macao authorities were disregarding the lives of the Chinese. How would the Macao authorities give an explanation for that? To say that the workmen had been conspiring to strike and to plot against the Macao Government before the bloodshed is rather perverse and only serves to palliate the Government's own faults. Justice is in the hearts of men. It is quite impossible to cover the sin with only one hand. In short, the incident originated from the insult of the African soldier towards the Chinese woman, and what is still worse, the Macao authorities had been prompting the soldiers and police to kill the Chinese people freely. For such facts our Government has had sufficient evidence. Such behaviour is not only destructive to the principle of justice but also detrimental to moral law. It is, therefore, apparent that they paid no regard to the friendly relations between the two countries, and our Government deems it a great shame. What is contained in your reply is but fictitious, and I notice that you have attached importance to the eight points while the important ones have been put aside. By this you erase the faults of your subordinates and do not seem to have the least inclination to repent. With a view to protecting the lives of the Chinese residents in Macao, our Government has to take adequate measures to deal with the case. In obedience to the instruction of His Excellency the Civil Governor, I beg to lodge the following demands before you: If the Macao Government has the sincerity to maintain the good friendship that has ever existed between the two countries, it should act according to what we expect.

(Continued at foot of next column.)

CORRESPONDENCE.

REPULSE BAY BUILDING SITES.

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

SIR—Your report of the auction sale yesterday afternoon of a portion of the late Sir Ellis Kadoorie's estate in Hong Kong mentioned the fact that Mr. E. M. Raymond was the purchaser of a one-acre plot at Repulse Bay at \$212,100. You understood that the purchaser was acting for the Hongkong Hotel Co. While none will begrudge the credit due to the Hotel Co. as the pioneers of the development of the southern side of the island, the extensive areas they have since acquired and developed should be sufficient in themselves for the reasonable requirements of the Hotel's comprehensive scheme which, I am among the first to admit, has not only beautified that portion of the island, but is a distinct attraction for tourists and others passing through Hong Kong. The late Sir Ellis' plot of Crown land was a detached one upon which, under one of the covenants of sale stipulated by Government, no more than two European houses are allowed to be built. There was at yesterday's auction a private competitor as against the Hotel Co. If the report be true that the site was bought on its behalf by a broker, it would look as if the Hotel Co. is endeavouring to secure a monopoly of the building sites round about Repulse Bay. If this were to be carried out, then it is about time that the tyranny of the monopolistic powers of a wealthy joint stock undertaking, with practically unlimited financial backing, should not be allowed to reach such a point of unrestricted activity. The small private owners, who are cut for building sites, should be afforded reasonable opportunities to acquire property for themselves and it is fair to argue that sound "economic doctrine" should not be interfered with and so prevent the monopolistic firm outbidding the smaller man. But not all "economic doctrine," however sound in their theoretical principles, can be made to apply to Hong Kong. One building area is limited in extent, and unless residents are encouraged to build further afield than the city and its immediate neighbourhood, the vexed housing problem will remain for ever one difficult of solution.

In a building scheme on the mainland the promoters make it a *condition sine qua non* that no applicant will be allowed to acquire more than one lot in his own name, the object being to enable as many as possible to acquire their own building sites. By analogous argument, the same principle can be made to apply with equal force in regard to Repulse Bay. On this ground and this alone, it is about time that the "Hongkong Hotel Co." be asked to call a halt, and limitations be placed on its monopolistic tendencies.

Let it be assumed that I hold a brief for Mr. Sayce, the competitor at yesterday's auction sale, let it be clearly understood that I have not so much as a nodding acquaintance with him.—Yours faithfully,

COLONIST.

Hong Kong, 15th June, 1922.

LAST YEAR'S FIRES IN HONGKONG.

NEARLY HALF A MILLION DAMAGE.

The Fire Brigade report shows that during last year there were 29 fires in the Colony, the total damage being \$451,905. There were seven in which the damage exceeded \$20,000. The three biggest fires were those at Nos. 7, 8 and 12, Third Lane, and two godowns, resulting in a damage of \$22,500; on board the *Kura Maru*, which did damage to the extent of \$29,000; and at Messrs. W. S. Bailey and Co.'s ship yard, Hungnam, which resulted in \$20,000 worth of damage.

1.—The killing of Chinese workmen by the Portuguese soldiers and police is nothing but a disgrace to the national dignity of China. A delegate of the Macao Government accompanied by the Portuguese Consul-General in Canton should be sent to give due apology to the Canton Government on behalf of the Portuguese Government.

2.—The Portuguese soldiers and police and the officers who were responsible for the incident should be severely punished. The names of the persons who are to be punished and the punishment inflicted should be furnished to this Government.

3.—The families of the dead should be duly compensated by the Portuguese Government and medical expenses should be paid to those who were wounded. The amount of compensation and medical expenses should be discussed and agreed upon by the Canton Government and the Macao Government.

4.—In order to avoid further trouble the African soldiers in Macao are to leave Macao. Their rude manners have long been creating hatred among the Chinese residents in that port. Foreigners in Macao have the same dislike for them. It may be seen, in an editorial article of one of the Hong Kong papers, that advocates that the sooner these savage soldiers leave Macao the better.

5.—Gambling in Macao is an evil to the Chinese in the place and its neighbourhood. Our Government has repeatedly requested the Macao Government to prohibit the same, but without effect. To show good faith and sincerity for the friendship between the two countries there should be prohibition of gambling in Macao.

I hope you will be pleased to transmit the above to the Government of Macao for a satisfactory reply.

(Signed) FRANK W. LEE, Kwangtung.

SENSATIONAL SPEECH BY DR. SUN YAT SEN.

THREAT TO BOMBARD CHEN'S TROOPS IN CANTON.

There appears to be much discussion in Canton following upon a speech delivered by President Sun Yat Sen to a company of twenty-five journalists. He spoke of his grievances against Marshal Chen Ching Ming. Part of the speech is published here, somewhat to the effect:

When I was in Kwelin, I came to the conclusion that as the neighbouring provinces of Hunan, Kwelin and Yunnan were all under the Constitutional Government, there was no need for our forces to establish a fighting base there. Consequently I decided to attack through Kiangsi. I was surprised to learn that Tse Maoping, an officer of the Kwangtung troops, wired to Chen Ching Ming to inform him that I had really sent my troops back to attack Canton. Chen then telegraphed to his officers in Kwangtung instructions to intercept my forces. They, however, had fortunately already passed Wuchow for Kwangtung and were not stopped. When I arrived at Hoihow, Samshui, Chen was the first to leave Canton for Wuchow. After a short time, the whole of the expedition against Kiangsi moved to Shinkwan. Chen's officers then gradually returned to Canton and placed many obstacles in the way of the paper currency. Although the provinces of Whichow and Chuchow have been liberated, I paid the faithful officers of the Kwangtung troops, however, had all the land notes in their possession placed on the market, with the result that they decreased in value daily. They further demanded of their military expenditure, and pressed the Kwangtung Provincial taxes for silver exchange. It seems to me that these actions are all in their plan of revolt against the Canton Government in order to bring back Chen as their leader. When I invited Chen's officers to come to see me in order to bring them to reason, continued Dr. Sun, they did not turn up at all; and when I wished to personally go to see them, they repeatedly refused to see me. On their investigation, I found that Chen originally ordered only half of his troops in Kwangtung to return, but all of them returned. This shows that Chen's order was not obeyed and that he lost his controlling power over them long ago. If I withdraw the expedition from Kiangsi, it would not be difficult to finish with them all; but it is a pity to abandon Kiangsi. I am, therefore, compelled to devise other measures to make them evacuate Canton, and I request you, gentlemen, to unanimously warn them in the Press to leave Canton within ten days to a distance of thirty li; otherwise I have a million guns with poisonous shells which are capable of entirely finishing their sixty battalions of troops in three hours.

NOT RECALLED IN CANTON.

The Journalists at a meeting held after the interview with President Sun resolved not to publish the speech, but to hold a meeting on Thursday at the Headquarters of the Press Association to which representatives of the various public bodies would be invited to consider the advisability of requesting the Kwangtung army to withdraw 20 li from the City or return to their respective districts.

It appears that the newspaper proprietors feared that Chen's troops would adopt retaliatory measures against them if they published the warning. The speech was published, however, in Hong Kong and other vernacular papers, and it appears to be the subject of much discussion in Canton.

The allusion to the eight-inch guns is apparently to the naval guns. Since the speech was delivered the Naval Commander is said to have had frequent interviews with President Sun Yat Sen. If anything should happen, we read, "one or two ships will enter the East River to stop reinforcements coming from Wuchow and Shinkwan."

Unusual activity is reported to be noticeable among the soldiers. The arsenal is now guarded by six battalions, and the streets in the vicinity of the arsenal are strongly guarded. Night traffic in the neighbourhood is stopped.

A MEETING OF CHEN'S OFFICERS.

The officers of Marshal Chen's troops in Canton have had a meeting to discuss the speech. The Chief of the General Staff made a speech in which he denied that the troops were responsible for the currency difficulties. It was the duty of the Government, he said, to maintain its currency notes at their face value. They army, in fact, had a grievance against the Government in this matter, for owing to the low state of the Treasury the pay of the soldiers had been reduced from \$8 to \$6 a month, and their hardship had been increased by the depreciation of the currency notes which now stood at 60 per cent. of their face value. Then there was a claim for arrears of pay, which was surely not unreasonable. They must look to the Government for it, he said, as they could not obtain it from any other source. He claimed that the conduct of the soldiers since they came from Changchow (Fokien), had been good. He hoped that the Press Association would acquaint itself with these grievances of the troops, and would be able to do something to assist them.

The report mentions that an officer at the meeting was so much affected by the speech that he asked permission to interview President Sun for an explanation, but permission was refused by the Chief of Staff.

Once again, we read that Chinese banks are transferring their specie to Hainan for safe custody.

THE WATER SHORTAGE.

SERIOUS SITUATION IN KOWLOON.

SUPPLIES TO EUROPEAN AREA RESTRICTED.

URGENT NEED FOR ECONOMY.

Another district of the island is to be put on rations for main supplies from Sunday, and from that day, also, European Kowloon will only have water in the taps from 7 a.m. to 10 a.m. and from 3 p.m. to 5 p.m.

The reason for the restricted supply to the part of Kowloon principally occupied by Europeans is that, in spite of the curtailment of supplies in Chinese districts it was found that, on Wednesday of this week, 70 per cent. of the full supply was still being used. When the Public Works Department first issued its warning, it was a reduction of demand to under 50 per cent. of the normal allowance. One or two showers have apparently lulled the public mind into a false sense of security and the amount of water use has been rising again.

It should be explained that light showers, or heavy showers of short duration, make practically no difference at the reservoirs. Much of the moisture remains in the surface soil, or on the vegetation and is quickly evaporated into the atmosphere again. Even as much of rain, falling continuously, does not amount to a great deal in the reservoirs, two inches of continuous rain adds a great deal more than twice the amount one inch does to the reservoirs, at 13 inches still more, proportionally, than three times one inch.

KOWLOON RESERVOIR VERY LOW.

There are, at the present moment, 32 million gallons of water in the reservoir at Kowloon. The normal daily demand up to recently has been 21 million gallons, reduced by restrictions to roughly one million gallons. This does not mean that there is only a 32 days (limited) supply of water at this moment, otherwise the situation would be not only serious but alarming.

The reservoirs receive accessions from springs of water which flow into them, but these, in time of drought, are diminished in volume. Of course, the saving factor on which the Government has relied is a considerable increase in the rainfall during the present month. The average for June is 13.03 inches; so far, there has only fallen 0.7 of an inch in Kowloon and 21 inches in Hong Kong. The rainfall for May was also below the average.

The object of the precautions being taken, and the reason why the public should co-operate to the fullest extent, is that the possibility of an unusually low rainfall during June must be provided for. Up to September the reservoirs are usually full to overflowing and millions of gallons of water pass out of the over-flow conduits into the sea every summer. There is not much doubt but that this will happen again this year but it would be very awkward if there was a dreadful hiatus between the period of overflow and the issue of the last drop of available water from the reservoir.

It is "up to everyone to be as sparing as possible in the use of water, otherwise there may be a week or two during which Kowloon will have to borrow water from Tytan. That would mean employment of water boats, presumably, and a very strict rationing of such household. No baths, and so and so and fetch your drinking water in a ricksha!

Street watering has ceased in Kowloon and street cleaning by means of water has been reduced to a minimum. In Victoria, also, flushing from the mains is being done as little as possible, although, of course, in crowded Chinese districts, complete cessation would be impossible on considerations of health.

SUPPLIES TO SHIPS IN PORT.

Correspondent has suggested that the Colony may have been denuding its water supplies by supplying vessels in harbour with the precious fluid, and (it may be) throughout the year. He says that Hong Kong water is much appreciated and ships take as much as they possibly can, of it, in preference to drawing supplies from other Far Eastern ports. He adds up the probable "populations" of the vessels using the Port, multiplies by the number of days' supply they take and arrives at an alarming total, equivalent, he says, to adding a large town to our population.

The fact is, however, that the water boats draw principally from natural streams, at Lai-chi-kek which do not originate from Kowloon Reservoir. These streams supply the bulk of the demand, and the amount that is supplied from the reservoirs to the ships in harbour is equal to no more than the legitimate demand for water which the Colony would be bound to supply. Just now the natural streams at Lai-chi-kek are reduced by drought and only produce about 300,000 gallons a day. The requirement of the ships is about 600,000 gallons a day and the difference is being made up from Hong Kong Reservoirs; none of it is being drawn from Kowloon Reservoir and has not been for a considerable time.

FLEEING FROM JUSTICE.

PURSUED MAN JUMPS INTO HARBOUR.

A Chinese, who in an attempt to dodge the Water Police, dived from his sampan into the harbour, was charged at the Marine Court, yesterday morning, with throwing articles into the harbour to prevent seizure.

Lance-Sergeant Andrews said that on the previous night a police launch pursued the man in a sampan. He was seen to throw something into the water and, then in order to avoid arrest, he threw himself into the harbour.

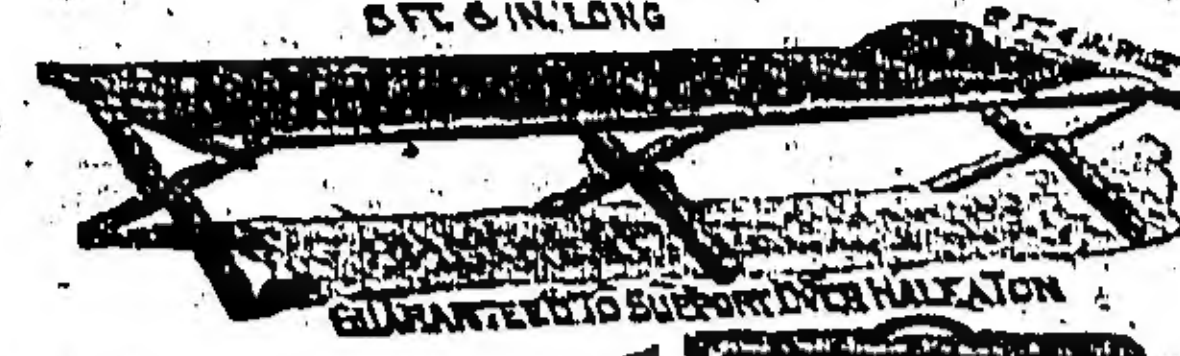
Commander Beckwith imposed a fine of \$50 with the alternative of one month's imprisonment.

LANE, CRAWFORD, LTD.

TELEPHONE 1741.

FOLDING CANVAS BEDS

OPEN



CLOSED

JUST THE THING FOR THESE HOT NIGHTS.

EACH \$9.00 EACH

MOSQUITO FRAME AND CURTAIN

COMPLETE \$17.00 COMPLETE

THIN SUMMER BLANKETS

EACH \$5.00 EACH

A NECESSITY AND A LUXURY.

LANE, CRAWFORD, LTD.

DICK'S

PATENT.

UNIVERSAL PACKING

STEAM & HYDRAULIC

SOLE AGENTS:

LANE, CRAWFORD, LTD.

Tel. 1741.

HONGKONG.

DANCING IS THE

CONDIMENT WHICH MAKES LIFE APPETISING.

DANCE TO

COLUMBIA RECORDS.

SOLE DISTRIBUTORS

ANDERSON'S

Powell

TELEPHONE 3146.

We have received our new stock of the celebrated

"MATTAMAC"

RAINCOATS

IN ALL SIZES.

"Mattamac" Raincoats are extremely light, wonderfully strong and provide the wearer with complete weather protection.

Price: \$25.

THERE ARE ALSO

GABERDINES, RUBBEROID, STORMPROOFS, etc.

From \$19.75.

UMBRELLAS, GOLOSHES.

BLACK AND BROWN

WATERPROOF BOOTS.



NEW ADVERTISEMENTS

NOTICE

IT IS HEREBY NOTICED that on and after SUNDAY, the 18th instant, the Supply of Water to that portion of the RIDER MAIN DISTRICTS lying between Arsenal Street and Havelock Street will be controlled by bringing the RIDER MAINS into operation and that Water will be turned on to each RIDER MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the Water Authority, the Secretariat for Chinese Affairs, or at the Tung Wah Hospital.

T. L. PERKINS,
Water Authority,
Public Works Department,
Hongkong, 16th June, 1922. [1135]

NOTICE

IT IS HEREBY NOTICED that on and after SATURDAY, the 17th instant, the Supply of Water to Kowloon will be turned on to the Public Mains during the following hours only—

From the East side of Corporation Road to and including Ho Man Tin.
South of Gaochoi and Austin Roads.
7 a.m. to 10 a.m. and 3 p.m. to 5 p.m.

T. L. PERKINS,
Water Authority,
Public Works Department,
Hongkong, 16th June, 1922. [1135]

VICTORIA RECREATION CLUB

NOTICE

AN EXTRAORDINARY GENERAL MEETING of the Members will be held TO-DAY (FRIDAY), the 16th day of June, 1922, at 6 p.m., to consider, and if thought advisable, confirm the proposal made at the Annual General Meeting regarding payment for refreshment either by Coupon or by Cash deposit in lieu of the present system.

A. MCKIRDY,
Acting Hon. Secretary.
[1134]

THE BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENLOMOND"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF & GODOWN COMPANY, LTD., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd July, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 12th June, 1922. [1133]

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON"

From BOMBAY

THE above steamer having arrived, Consignees are hereby notified that the cargo will be discharged into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, and stored there at their risk. Delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the undersigned. All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on TRUESDAY, the 15th inst., at 11 A.M., by Messrs. Goddard & Douglas.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised. No Fire Insurance has been effected.

GEO. GRIMBLE & CO.,
Agents.
Hongkong, June 8th, 1922. [1118]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "CALCHAS"

are hereby notified that the Cargo will be discharged into Halls' Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Halls' Wharf. The Cargo will be ready for delivery from Godown on and after 14th June. Delivery from cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 20th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th July, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1922. [1123]

INTIMATIONS

BLENCOVE

THE whereabouts and present address are desired of EVERARD PRESCOTT BLENCOVE, a son of the late Everard Blencowe of Cheltenham, or, should he be dead, of any issue of his. Apply by letter to Messrs. HORE, PATTERSON & BATHURST of 48, LINCOLN INN FIELDS, LONDON, W. C., ENGLAND. [1114]

NOTICE

WE have this day admitted Mr. JOAO J. BASTO to be a Partner in our concern.

NORONHA & CO.
Hongkong, 15th June, 1922. [1133]

NOTICE

I have this day REMOVED my Office to No. 44, DES VEXES ROAD CENTRAL (2nd floor).

G. R. HAYWOOD,
Solicitor.
Hongkong, 13th June, 1922. [1126]

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA is fixed for SATURDAY, July 8th, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables.

Entries close Tuesday, June 27th. [1125]

G. R. HAYWOOD,
Solicitor.
ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Caulkers, Platers, Plumbers and Leatherworkers to H.M. Dockyard. Forms of tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hongkong; and should be filled in and returned as indicated in Tender Form, not later than Noon, Wednesday, the 21st inst.

J. J. KING BALTER,
Chief Constructor.
[1122]

HONGKONG TRAMWAY CO., LTD.
(INCORPORATED IN THE UNITED KINGDOM).

NOTICE

CERTIFICATE No. 2891 for 200 Shares of this Company in the name of Dr. JAY HAY, of 70, Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to Dr. JAY HAY, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS,
Secretary.
Hongkong, 16th June, 1922. [1120]

DAIRY FARM NEWS.

DAIRY PRODUCE.

FRESH MILK.—Also in the following forms Sterilized, Skimmed, Butter and Sour.

FRESH CREAM.—Full rich.

BUTTER.—Daisy, Dairymaid and Shamrock Brands.

CHEESE.—Graviers, Ems, Australian Cheddar, American Siltan, Colommiter and Picnic.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

A. G. DA ROCHA
AUCTIONEER, SUBVENTOR AND GENERAL BROKER.

No. 24, D'Almeida Street, Telephone No. 2931

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE

HOUSEHOLD FURNITURE

SATURDAYS—

EXCELLENT

GOLDEN FURNITURE

NOTICE

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from APRIL 1st, 1922, on the following descriptions of usual advertisements namely—

Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.

This, of course, does not affect the charges made for contract space held by commercial firms or for small "Want" advertisements.

HONGKONG DAILY PRESS

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the Hongkong Daily Press are charged for at the rate of 11 each (as announced in May and June of 1920), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised columns at the prevailing rates.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes ABC, QV, REIRU, RW, SO.

ENGLISH LADY would take charge of Children on voyage to England in return for first class passage. Apply Box S.W., c/o Daily Press Office. [174]

WANTED—Experienced SHORTHAND TYPIST. Apply to A.B.C. care of the office of this Paper. Beginners need not apply. [173]

FOR SALE—Two Houses, Nos. 6 and 7, Bowen Road with garden and tennis court attached. For further particulars apply to Comptroller, Messrs. Jardine, Matheson & Co., Ltd. [172]

TO LET—175, Peak, fully furnished, from 1st July for nine months, moderate terms, or will sell. Pague 2740 for appointment to view and particulars. [172]

TO LET—September 1st. Fully furnished FLAT of four rooms, bath, kitchen, pantry, etc. Higher Level. Apply Box S.V., c/o Daily Press Office. [170]

FOR SALE—BUICK ROADSTER in good condition and running order. Can be seen by appointment at Hongkong Electric Light Station, North Point. [168]

FOR SALE—MAGAZINE GAP HOUSE with Tennis Court. Immediate possession. Apply Box S.T., c/o Daily Press Office. [168]

RUSSIA HAS A FUTURE—Therefore be Ready. An Ex-Serviceman out of work will teach Russian or French at moderate fees. Please Reply Box S.Q., c/o Daily Press Office. [163]

OFFICES WANTED—3 rooms. Central Situation. Apply Box S.L., c/o Daily Press Office.

TO LET—OFFICES, top floor, Prince's Buildings—Apply HARRY WICKES & Co.

TO LET.

OFFICE ROOMS on 2nd floor, BAKA or CANA BUILDING, No. 4, Queen's Road Central, To be Let. Occupation from 15th July. For particulars apply to BANK OF CHINA. [1120]

TO LET.

NEW EUROPEAN FLAT situated in Waiwai Gap Road near Bowen Road. Apply to COMPTROLLER DEPARTMENT of Banque de L'Indo-Chine. [1068]

TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 17, 18 & 19, Connaught Road Central, Yemaoda to each room, FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [750]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown. Further details apply! [438]

W. G. HUMPHREYS & Co.

FOR SALE.

"ABSOLUTELY NEW"

(1) Two 80 H.P. Single Cylinder Bolinder Oil Engines, Revs. 215 per minute.
(2) Two 50 H.P. two cylinder Bolinder Oil Engines direct connected to 25 K.V. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.
(3) Two oil fuel tanks capacity of each 20 tons.

Apply to Bolinders
c/o Daily Press Office
340

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1921.

With Index, Price \$7.50.

On sale at the Hongkong Daily Press.

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central. Fitting glasses and testing the sight is their specialty.—ADVT. [168]

INTIMATION

WATSON'S LOTION

for

PRICKLY HEAT.

A SOVEREIGN REMEDY.

Has been well and favourably known for many years.

A. S. WATSON & CO., LTD.

Hongkong Dispensary.

DEATH.

ELWIN.—In London, on May 1st, Rev. A. ELWIN, aged 77 years. Formerly Secretary of the Church Missionary Society in Mid-China.

HONGKONG OFFICE: 10A, DES VEXES RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 16TH, 1922.

THE WATER SHORTAGE.

THE announcement in our advertisement columns, by the Water Authority, of a further curtailment of water supplies indicates the seriousness of the present shortage. On the first day of the present month the water in storage on the island was returned as 332.41 millions of gallons as compared with 2,117.67 millions on the corresponding date of last year. Taitam Tuk Reservoir contained only 407 million gallons of water on the first of June, whereas last year it was full with 1,419 million gallons. Kowloon Reservoir on Wednesday of this week had only 32 million gallons—less than 10 days' supply if unrestricted use were permitted, and only a month's supply on a severely limited consumption. These bald facts convey a very obvious warning to the Colony—one that we have uttered before in seasons of plenty—and in view of the present shortage, we think the following paragraph from an article which appeared in these columns on September 16th last year, will bear reproduction:—

"It is a salient feature in the history of the Hongkong Waterworks that almost all the large works carried out to meet the rapid growth of the Colony have been three or four years behind the times. The result has been that the Colony has suffered during most dry seasons from more or less prolonged scarcity. So long ago as 1893 Mr. COOKE, then Director of Public Works, warned the Colony against the mistaken idea that the supply contained in the 'big reservoir at Taitam' was inexhaustible. But nothing was done till the prolonged water famine of 1895 and 1896 produced a public agitation, and another report from Mr. COOKE. Even then it was not till 1901 that any works were commenced beyond those shown to be necessary for what were the immediate requirements in 1896. The last great work at Taitam Tuk, originally recommended by Mr. CHADWICK in 1891, was not completed till 1913. The public memory is a short one—perhaps owing to our constantly moving population—and in the present comparative plenty [this, be it noted, was written nine months ago—Ed.] one is liable to forget the fact that during the last 32 years, that is, since the completion of the original Taitam Works, there have been only six years during which a constant supply of water has been maintained throughout the year. It is to be hoped that the Government will bear this in mind, and that the past abnormally wet seasons will not be allowed to blind us to the fact that unless prompt action is taken both to conserve our present supply and to increase the capacity of our waterworks, we shall very soon drift back into that system of annually recurring water shortage which has been one of the weakest points in our municipal administration for the last thirty years."

The "annually recurring water shortage" is upon us again, and more acutely than ever, because of the rapidly increasing population. The effect of this increase is nowhere better illustrated than in the statistics of Kowloon water supply. The consumption in May last year was 30 million gallons; this year the corresponding figure is 65, a very considerable percentage increase. The consumption per head per day was 15.2 gallons in May, 1921, and 15.8 gallons in May, 1922, so that the greater demand is apparently to be attributed entirely to larger population. It is very poor consolation to know that, in the course of the next few months, the reservoirs will be full to the brim and will be pouring millions of gallons into the sea after every heavy rain; more of this surplus should be conserved. The island of Hongkong needs further provision for water storage; Kowloon needs it still more urgently. We believe that the problem of a site for another reservoir in Hongkong at anything like a reasonable price is one that presents considerable difficulty. It may well be that the solution will be found in looking ahead and drawing the principal supplies for the whole Colony from the mainland, and from the hinterland of the Peninsula rather than from areas which, within a century, be required for residential or business purposes. The present shortage of water shows the need for pressing forward with the schemes which we understand the Government have "in contemplation" for the extension of the Colony's water storage capacity. Reservoirs are not built in a day and the Colony—we must insist once more—is already behind its requirements in regard to reservoirs.

A Hongkong society urges Chinese in Macao to refrain from gambling so as to deprive the Portuguese authorities of their largest source of revenue.

Sir Walter Shaw, Chief Justice of the Straits Settlements, sails for Home this month and Mr. Justice Sproule will act as Chief Justice in his absence.

The Lancastrians at Shanghai held their annual dinner last week. Mr. C. W. Beswick presiding over the largest gathering of the kind ever held under the auspices of the Association.

There is still great delay in calling the Fire Brigade, which is very unsatisfactory, says Station Officer Moss, in his annual report. "Cards printed" in red letters with the Brigade telephone numbers, 600 and K205, hung in a conspicuous place over each public telephone would probably effect an improvement in calling up the Brigade.

Referring to the knighthood conferred on Sir Edward F. Crowe the *Japan Chronicle* believes that this is the first such honour ever given to any member of the Japan service while in the country. Sir Edward Crowe's service in Japan began 25 years ago, and he has worked very hard in the special line of commerce to which he was appointed in 1903. On the formation of the Department of Overseas Trade it was natural that Sir Edward Crowe should be appointed Counsellor.

The ex-Active Servicemen's Association are holding an informal smoker to-morrow night to mark the opening by H.E. the Officer Administering the Government, of the new club premises at No. 17, Queen's Road Central (top floor) provided through the generosity of Sir Paul Chater as a memento of the visit to the Colony of H.E.H. the Prince of Wales. Messrs. Deacon, Looker, Deacon & Harston have consented to act as honorary solicitors to the club, and Messrs. Percy Smith, Bell and Fleming as honorary auditors.

THE GOVERNOR'S DEPARTURE.

THE FAREWELL AT MURRAY PIER.

His Excellency the Governor (Sir Reginald E. Stubbs, K.C.M.G.), departed for Home yesterday morning, on leave, travelling *via* Canada, on Board the *Empress of Russia*.

The Governor arrived at Murray Pier shortly before eleven o'clock, where many prominent residents had congregated to say farewell. After shaking hands with everyone His Excellency boarded the launch which was to take him aboard the ship.

Among those present on the pier were:—Notified—Sir William Rees Davies, Sir Robert Ho Tung, the Hon. Col. Nicholson, the Hon. Mr. Claud Severn, C.M.G., the Hon. Mr. J. H. Kemp, C.C.E., the Hon. Mr. T. L. Perkins, Hon. Mr. A. R. Lowe, Hon. Mr. E. A. Irving, Hon. Mr. A. G. M. Fletcher, C.M.G., C.C.E., Hon. Mr. E. V. D. Parr, Hon. Mr. E. R. Hallifax, O.B.E., Hon. Mr. H. W. Bird, Hon. Mr. Chou Shou Son, Hon. Mr. Ng Hon Tsz, Hon. Mr. A. O. Lang, Hon. Mr. C. Montague Edc, Commodore Grate, Bishop Duppuy, Bishop Pozzoni, M. Paul Kremer (French Consul), Commander C. W. Beckwith, Mr. Justice J. R. Wood, Messrs. A. Dyer Ball, C. G. Alabaster, O.B.E., Ho Fock, D. W. Trautman, E. D. C. Wolfe, P. P. J. Wodehouse, C.I.E., J. W. Franks, G. N. Orrie, and H. Green.

THE OFFICIAL ADMINISTERING THE GOVERNMENT.

The Hon. Mr. Claud Severn, C.M.G., was sworn in at 2.30 yesterday afternoon, before the Chief Justice (Sir William Rees Davies) as Officer Administering the Government during the absence on leave of H.E. the Governor.

His Excellency has made the following appointments:—

Captain R. A. R. Neville, R.M.L.L., to be his Aide-de-Camp.

Subadar-Major Bhan Singh Hongkong-Singapore Battalion, I.L.A., to be one of his Honorary Aides-de-Camp.

Subadar-Major Mana Baval, 16th and K.E.O. Grenadiers, to be one of his Honorary Aides-de-Camp.

Mr. Eric Rice to be his Private Secretary.

GOVT. APPOINTMENTS.

A *Gazette Extraordinary* issued yesterday contained notification of the following appointments by H.E. the Officer Administering the Government (Mr. Claud Severn, C.M.G.):—

Mr. A. G. M. Fletcher, C.M.G., O.B.E., to act as Colonial Secretary.

Mr. D. W. Trautman to act as Colonial Treasurer, Collector of Stamp Revenue and Assessor of Rates.

Mr. E. W. Hamilton to be Second Police Magistrate.

Mr. J. A. Fraser to be District Officer, Northern District, New Territories.

DEATH OF WELL-KNOWN U. S. SHIPPING MAN.

A MOST SUCCESSFUL CAREER.

Word was received in Hongkong yesterday from Washington announcing the death of a very prominent United States Shipping man in the person of Mr. A. J. Frey, Vice-President in charge of operations for the United States Emergency Fleet Corporation, and as a token of sympathy and respect the three flags outside the Pacific Mail Steamship Company's offices, Union Building, were flown at half-mast yesterday.

The late Mr. Frey was only 45 years of age. He was born in Germany. Starting life as a stenographer he made rapid progress in the shipping world. In 1890 he was appointed secretary to the General Manager of the Pacific Mail Steamship Company and a few years later was appointed Assistant to the General Manager.

When the Company was sold to other interests in 1915 the late Mr. Frey became connected with the China Mail Steamship Company and whilst there organised a service between San Francisco and the Orient. A little later he became associated with the Associated Oil Company and was placed in charge of the purchasing department. In May, 1918, he went into Government Service as a director of construction of the Emergency Fleet at San Francisco.

Towards the end of 1920, Mr. Frey entered private business and with others purchased from the United States Naval Department two vessels—the *Fale* and the *Harvard*. With these a fast passenger service between Los Angeles and San Francisco was organised.

Shortly afterwards he accepted the position of Vice-President in charge of operations of the United States Emergency Fleet Corporation. This position he held at the time of his death.

The deceased gentleman visited Hongkong in 1912 on an inspection tour in connection with the Pacific Mail Steamship Company.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]THE HAGUE CONFERENCE.
DOMINION DELEGATES ARRIVE.

LONDON, June 14th.
The Dominion and British delegates on Monday discussed the Empire's policy at the conference. The Dominion delegates emphasised the point that they must refer to their respective Governments the question of their representation on the final commission, which the Russians will attend. "Sir Francis Bell declared that New Zealand will not be represented directly, and it is noteworthy that not a single representative from South Africa is at the conference, but all the delegates have not yet arrived."

SIXTEEN RUSSIAN DELEGATES.
France will be represented for the first few days by her minister at The Hague. The Russian delegation will number sixteen, headed by M.M. Krassin, Litvinoff, and Bakowsky.

FRANCO-BELGIAN DISCUSSION
OF ATTITUDE.

PARIS, June 14th.
The French delegates to The Hague Conference have not yet departed. The conversation between M. Poincaré and the Belgian Foreign Minister, M. Jaspar, which took place yesterday, resulted according to the newspapers in Belgium intimating her intention of adhering to her attitude regarding Russian private property, which caused the most serious crisis at Genoa.

EARLIER CABLES.

ELABORATE OPENING ARRANGEMENTS.

TAX HAGUE, June 14th.
The British and other delegates are gathering for to-morrow's opening conference on the Russian question in the great Hall of Justice at the Peace Palace, where seats will be provided for fifty-nine delegates, besides experts. Elaborate arrangements have been made to protect the Russians during their stay.

LATEST CABLES.

BOARD OF TRADE RETURNS.

A SLIGHT INCREASE IN MAY.

LONDON, June 14th.
The Board of Trade Journal states that imports for the month of May were £28,000,000 exports £28,000,000 and re-exports nearly £2,000,000; compared with imports £20,000,000, exports £25,000,000 and re-exports £2,000,000 for the month of April.

WORLD COTTON CONGRESS.

BIG GATHERING AT STOCKHOLM.

LONDON, June 14th.
Two hundred delegates, including India and Japan, are attending the World Cotton Congress at Stockholm, organised by the International Federation of Master Cotton Spinners and the Manufacturers' Association.

PROHIBITION ON AMERICAN
STEAMERS.MUST COMPETE WITH NON-
PROHIBITION COUNTRIES.

WASHINGTON, June 14th.
An attack was made in Congress on the alleged non-enforcement of prohibition on Shipping Board vessels. In the course of the attack, Mr. Lasker, chairman of the board, explained that it was necessary to supply drinks after the three mile limit had been passed, in order to compete with foreign vessel traffic.

THE BANK OF ENGLAND
DISCOUNT RATE.

LONDON, June 14th.
The Bank of England discount rate was fixed at 3½ per cent.

COLONIAL UNOFFICIAL
FINANCIAL COMMITTEES.
PROPOSED BRITISH COMMERCIAL
ORGANISATIONS.

LONDON, June 14th.
A deputation from the Federation of British Industries and the London Chamber of Commerce submitted to the Under Secretary for the Colonies, Major the Hon. E. F. L. Wood, proposals for the establishment of unofficial committees in colonies to advise the Governors on matters of finance, also a similar body in London to keep in touch with the Colonial Office.

POSTPONING DEVELOPMENT
SCHEMES.

The deputation urged the desirability of postponing certain general schemes of development undertaken under the influence of the boom period and of concentrating the finances of development which had been continued, in order to ensure that a larger portion was met out of loan funds and less from revenue. Major Wood, replying, questioned whether high taxation was the result of extravagant expenditure, and emphasised the retrenchments by Colonial Governments in the past two years. He opined that it would be a shortsighted policy to defer many development schemes largely undertaken for the benefit of British industry and traders' profit when trade revived, and pointed out that there was nothing to prevent any Governor, on his own initiative, establishing an advisory committee. He mentioned that one had already been appointed in Kenya, and referred sympathetically to the idea of a London Advisory committee.

SHARP RISE IN THE CROWN.

PROJECTED AUSTRIAN BANKING
REFORM.

VIENNA, June 14th.
The crown jumped 25 per cent. before the Bourse opened, including its relation to the pound sterling, which is now 75,000 compared with 10,000 yesterday, as the result of the steps taken to form a new Austrian note-bank following the conference between representatives of the Government, Rothschilds, and the Austrian banks.

The newspapers are sanguine that the new bank will be the first step in the reconstruction of Austria.

THE BRAZILIAN EXHIBITION.
ADMIRALTY WILL NOT BEAR
EXPENSE OF SQUADRON.

LONDON, June 14th.
In the House of Commons, Viscount Curzon drew attention to the fact that a Japanese squadron was going to Rio Janeiro in honour of the forthcoming exhibition, and suggested that the Admiralty should reconsider its decision not to send a squadron from Bermuda. Col. Amery replied that the Admiralty considered that adequate representation would necessitate the despatch of a squadron, with no fewer than two battle cruisers, which would cost £50,000, and had, therefore, regretfully decided that a squadron should not be sent.

BRITISH ANTI-DUMPING
LEGISLATION.

POSSIBLE COALITION SPLIT.

LONDON, June 14th.
The question of anti-dumping legislation is likely to arise in an acute form in the near future, when the House of Commons will be asked to endorse the Cabinet's decision enforcing the anti-dumping provision of the Safeguarding Industries Act in the case of fabric gloves. The fact that the decision was only secured by a small majority of the Cabinet after five months' discussion foreshadows a keen debate on Protection between the two wings of the coalition.

GERMANY'S "SIX POINTS."

HUGO STINNES SAYS GERMANY
IS BANKRUPT.

BERLIN, June 14th.
A manifesto inspired by Hugo Stinnes has been published headed: "Germany's Six Points." It declares that Germany has become bankrupt and is unable to pay reparations unless Duisburg, Düsseldorf, and Ruhrort, on the left bank of the Rhine, and the Saar Basin are evacuated, the 20 per cent. levy on exports, and other restrictions on trade abolished, and the frontiers of Upper Silesia restored.

LENIN'S ILLNESS.

IS HE DEPOSED?

BERLIN, June 14th.
Freiheit announces that Lenin has been obliged, for reasons of health, to take six months' leave. A transmittal consisting of Stalin, Kameneff, and Rykoff is replacing him. Stalin is a Georgian Turk, Kameneff, President of the Moscow Soviets, is regarded as a Liberal, while Rykoff was one of the first champions of the new economic policy, and is believed to be a Liberal.

THE SITUATION IN IRELAND.

SOUTH IRISH CONSTITUTION.

LONDON, June 14th.
It is understood that the London negotiations regarding the draft of the South Irish Constitution have reached a result which is generally regarded as satisfactory to all parties concerned.
(Continued at foot of next column.)

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

WU TING FANG OFFERED THE
PREMIERSHIP.

PEKING, June 14th.
Mr. W. W. Yen has telegraphed Dr. Wu Ting-fang offering him the Premiership. No reply has yet been received.

FURTHER FIGHTING AT SHAN-
HAIKWAN.

PEKING, June 14th.
Fresh fighting has occurred at Shanhai-kwan. The Chihli casualties up to the present number 1,200, but the Fengtien right wing has been driven back by Chihli reinforcements, which are rushing up.

AUSTRALIA'S MANDATE IN NEW
GUINEA.PRIME MINISTER REPLIES TO
CRITICISM.

SYDNEY, June 13th.
Referring to Australian criticisms of the Commonwealth's rule in New Guinea, the Prime Minister, Mr. Hughes, said that Germany, by insidious propaganda, was endeavouring to persuade the world that Australia was unfit to govern New Guinea; but the retention of these islands was essential to Australia's safety.

ANOTHER BIG ROBBERY.

A SHOP IN CONNAUGHT ROAD
CENTRAL.

There has been quite an epidemic of armed robberies in the Colony in the past month.

The latest exploit by robbers has been an attack on a shop in Connaught Road Central. It appears that the proprietor of the shop, No. 161, Connaught Road Central, was sitting making up his daily accounts at about seven o'clock on Wednesday evening, when a gang of seven or eight armed men entered and drove the shopkeeper at the point of a revolver into the backroom. There he put up a fight and was only silenced when rendered unconscious by a blow with the butt end of a revolver. The keys of the safe were taken from the unconscious man and the safe opened, apparently without any trouble. The men having helped themselves to the contents of the safe vanished. The stolen property is said to consist of the following:—\$1,550 in American gold coin and notes; \$1,400 in Hongkong notes; jewellery valued at \$148 and \$40 in half-sovereigns.

Up to the present the robbers have not been traced.

THE BANK ROBBERY.

STILL A MYSTERY.

The Whitcombe bank robbery is still a mystery and the thief, who got away with nearly half-a-million Hongkong dollars from the Yokohama Specie Bank is still at large.

Yesterday the police stated that they had not obtained the slightest clue which would be of any material assistance to them.

THE LATE SIR ROSS SMITH.

ADELAIDE HONOURS HER
DEAD HERO.

ADELAIDE, June 14th.
The body of the late Sir Ross Smith has been landed here. The coffin was covered with the Australian flag. The landing was marked by impressive ceremonies. The flags of all ships were half-masted and thousands subsequently filed into the Cathedral to view the catafalque, where the body will be in state till the funeral on the 15th inst.

NEW ENGLISH UNIVERSITY.

ANONYMOUS DONATION OF
£100,000.

LONDON, June 14th.
Lord Haldane at Nottingham laid the foundation stone of the new, East-Midland University, and announced the receipt of an anonymous donation of £100,000 towards the endowment.

A BRIEF VISIT.

MELBOURNE, June 14th.
The Federal Government will permit the Rev. M. Orman, Anglican Minister to the Syrian community in Chicago, to land under a guarantee that he will leave Australia by the next steamer.

THE ROYAL HUNT CUP.

GOOD-PRICED HORSE SCORERS.

LONDON, June 14th.
The Royal Hunt Cup resulted:—
Vary (90-1) 1
Stratford (100-7) 2
Cravenmore (6-1) 3
There were twenty runners. Won by a short head, one and a half lengths dividing second and third.

THE HUNGARIAN ELECTIONS.

BUDAPEST, June 14th.
The final results of the Hungarian elections are:—Government, 160; Opposition, 70; Independents, 2.

THE FUTURE OF WEIHAWEI.

JOB'S COMFORTERS.

A correspondent writing from Weihaiwei to a Northern paper with reference to the recent despatch from the Colonial Office giving instructions for the preparation of a scheme of rendition, observes:—

"While the majority of people familiar with the circumstances are agreed that the impending changes at Weihaiwei are fundamental and radical: that they will have adverse results on the prosperity and development of the place; and that the trade which has followed the flag will go when the flag goes; we occasionally meet others prepared to assert the contrary. Our would-be comforters are out to prophesy smooth things, to assure us there is no real cause for anxiety. It is almost certain that the Peking Government will send down an 'enlightened' official whose instructions and whose one aim will be to administer the place honestly and on progressive lines, to turn Weihaiwei into the 'show place' of China; and not as commonly happens elsewhere—to squeeze the people with the object of lining his own pockets. It is true that local medical men are government servants and will be withdrawn, but they will probably be replaced by a doctor of sorts. It is true that our meat and food supplies are at the moment under competent official inspection, but the exercise of a little faith, a little imagination, ought to lead, assuredly to the conclusion that these supplies will, if anything, improve with the departure of our sanitary inspector! It is the fact that the place is now garrisoned by the Marine Guard, a company of Indian soldiers, an armed police 120 strong, and that, in consequence, local pirates and brigands give us a wide berth: it is also the fact that at a recent representative meeting of local Chinese it was resolved to petition the Peking Government to grant them a form of home rule with powers to raise and maintain their own police and volunteer forces and, above all, not to send any soldiers to Weihaiwei! A few months of 'enlightened' administration should suffice to convince these misguided people how unnecessary is their alarm and, therefore, how impertinent their request."

For years past our local Government has paid a subsidy to a British shipping firm to put in steamers for mails, etc., and this subsidy will now cease. Those who expect to see in the withdrawal of the mail subsidy and in dwindling trade, with consequent deterioration of the steamer service, only another illustration of "cause and effect" are, of course, destined to be disappointed. The exact opposite is more likely to occur!

It must be confessed that the Territory has not infrequently been troubled with sporadic outbreaks of rabies in dogs. In the Port Edward area dogs have to be licensed; and, moreover, stray dogs usually meet with a speedy and untimely end. In consequence the beaches and his children may frequent the beaches and roam over the hillsides with comparative safety and confidence. This happy state of affairs will probably continue. In fact, with the advent of that rare, rare, honest and enlightened Chinese official will it not be within the bounds of probability that even the dogs will also abate their natural instincts, disregard the solemn injunction to "be fruitful and multiply and replenish the earth," and in general, cease to be troublesome in the little Paradise that is shortly to be established under Chinese administration at Weihaiwei!

Perhaps the most irresponsible assertions and the wildest prophecies are those referring to the trade of Weihaiwei and the future of the post under Chinese rule; but a detailed examination of facts and figures must be left to a subsequent letter.

THE NEW DRURY LANE.

ONE OF THE WORLD'S MOST
BEAUTIFUL THEATRES.

In the new Drury Lane Theatre, which was opened recently with the spectacular play, *Decameros Nights*, London has one of the most beautiful theatres in the world. Old Drury Lane was dignified, but it was also dim. The new auditorium is an immense improvement on the old, and while the grand vestibule, the rotunda, the royal staircase are little changed, the decorative scheme which has been carried out by Messrs. Hampton and Sons, Ltd., gives an effect of brightness everywhere. Messrs. Hampton have shown themselves to be superb artists in their work of decorating the theatre. Throughout the house the carpets are of heavy pile Wilton, in a pretty shade of peltusia, while the walls are decorated with pearl grey, Italian pink, Wedgwood blue, and gold. The general impression is a delicious harmony of blue and gold, which is extremely bright, but not too glaring to disturb the eye.

A Daily Chronicle representative who saw the theatre went to the last row of the gallery in order to test its possibilities. It will be a delight to say, to all those who have only a few shillings to spend on their pleasures, for there are no hard benches. All the seats tip up, and are upholstered in leather, and there is ample knee room between each row. A perfect view of the stage is obtained from every seat.

The old circular-shaped grand circle has been abolished; in its place is a circle with increasing seating capacity and a perfect line of sight. More than 1,000 square feet of glass have been used for the electric light fittings.

THE TRADE OF DAIEN.

PROTEST AGAINST ADOPTION OF
THE GOLD STANDARD.

In his report for 1931, M. Tachikawa, Commissioner of Customs, writes:—

In addition to the influence of the general disturbance in the economic world, this port experienced a blow to export trade in the year under review through the adoption of the Daien Staple Produce Exchange of a gold standard. This exchange is as mentioned in a previous trade report, a Government institution established in 1913. From the very time of its opening the authorities wished to enforce a gold standard, but strong objections being raised by Japanese, and especially Chinese, merchants, a notification was issued in 1914 to the effect that the silver would for the present be the standard of transaction on the exchange, as had been the case hitherto. Since then, and up to April, 1931, business was transacted there without any hitch, when, abruptly, the adoption of a gold standard was officially announced. A petition for the withdrawal of the notification was presented to the local Government and the Cabinet Ministers, and a deputation was sent to Tokyo, but of no avail. Transactions on the exchange were suspended for fully four months. The result was that, in comparison with the year 1930, the amount of beans and bean oil exported abroad was less by over half a million piculs in each case. It must be admitted, however, that there were other factors contributing to this decrease (deals with another part of the report). Compared with the year 1930, the gross value of trade showed an advance of 1.6 per cent. When taken separately, the export trade decreased by 2.8 per cent., while the import trade increased by 7.5 per cent. But according to the statistics prepared by the wharf office of the South Manchuria Railway Company, export cargo totalled 3,173,000 tons, against 3,064,000 tons in 1930, and imported goods 772,000 tons, against 774,000 tons, showing an increase of 3.5 per cent. in the former and a decrease of 30 per cent. in the latter. This apparent anomaly is explained by the fact that in 1931, expensive articles were imported and cheap heavy goods exported in large quantities than in 1930.

Shipping.—In comparison with the year 1930 the number of entries and clearances of steamers decreased, but the tonnage increased. The larger steamers, from 6,000 to 11,000 tons of the Toyo Kisen Kaisha's Japan-San Francisco line, and the Osaka Shosen Kaisha's Hongkong-Japan-Tacoma line, Japan-Europe line, Singapore-Japan-New York line, and Bangkok-Japan-New Orleans line, began to make regular calls in January, causing an increase in tonnage. Of the total shipping of the port, the American flag shared 5 per cent., British, 5 per cent., Chinese, 9 per cent., Japanese, 73 per cent., and Dutch, French, Italian, Norwegian, and Swedish 3 per cent.

While vessels under the Japanese flag decreased for inland navigation, those under the Chinese doubled. It is very likely that foreign steamers may have to be withdrawn on account of the impossibility of competing with Chinese vessels, working expenses being so much lower.

DIABETIC DISEASE.

NEW MICROBE FOUND.

The discovery of a new microbe found in diabetic patients is announced by Dr. Arnold Renshaw and Mr. Thomas Fairbrother, M.Sc. of Manchester, in the *British Medical Journal*. Its interest is that it suggests a novel origin for the disease, the causation of which has been obscure, and opens out a fresh line of inquiry. More than this the authors do not claim, but anything that will increase knowledge of a peculiarly distressing and dangerous disease, and particularly of its cause, is an advance towards an ultimate solution.

In diabetes mellitus—the "sugar diabetes," as popularly known—the substance most easily recognised in the urine is, of course, sugar. But in the more grave cases, other substances that go by the names of acetone, diacetic acid, and oxybutyric acid are found. These last are very poisonous, and their accumulation results in the coma in the patient that so often foreshadows the end. The opinion generally held is that the substances named are derived from the fats in the body, or fats in the food taken by the sufferer. The authors of the paper suggest that these poisons may be formed from the starch in the food by the action of bacteria in the intestines.

A month or so ago Dr. Renshaw and Mr. Fairbrother attracted attention by the results of their applications of dyestuffs to disease. In 1919 they were investigating the process of acetone-butyl alcohol fermentation from starch, and the similarity of the products formed by it with those found in diabetes at once suggested to them the possibility of the organism being connected with this disease. In the present paper they claim to have isolated a micro-organism that can produce in the human body the poisonous substances above referred to; and to have found it in the intestines of some number of patients suffering from diabetes. The name now given to it is *Bacillus amyloclasticus intestinalis*, because it breaks down the amylin, or starch, as a rod-shaped bacillus, usually straight, the ends slightly rounded. It may occur singly or in chains of two to six organisms, or the forms may lie parallel, two or more parallel forms being fairly common, and parallel forms may be present even when the members are existing in chain formation.

Great difficulties have been experienced in obtaining the bacteria in pure culture, it being at times detected with foreign organic fittings.

(Continued at foot of next column.)

KAISER AND SON.

MEMOIRS OF THE CROWN PRINCE

Either the Crown Prince is apt at presenting a case or he has taken good literary advice. In substance his memoirs contain no surprises; they are exactly what might have been expected; but in their form there is a certain amount of art. If they carry to conviction whatever it must be remembered that in the nature of things they could not. The advocates had a bad case.

The cloak the Crown Prince adopts is that of humility. It hardly conceals a patronizing attitude. While he is saying nice things of his father, of a few German leaders, and of the whole German people, he cannot, for all his art or his good advice, avoid a suggestion that he is patting them on the head. But he is not always saying nice things.

He confesses that he was "never a blind admirer" of the Kaiser. The first mistake the Kaiser made was in never being "properly young with his little fellows." The little fellows, his children, were educated entirely by tutors and governesses, and heard only from them whether his Majesty was pleased or the reverse. Later on the Crown Prince finds that his father did not display a knowledge of character in choosing advisers, and ought to have been more resolute with them.

As for himself, the Crown Prince confesses that nature has not blessed him with a taste for punctilious formalities. His father, though fond and proud of him, was annoyed "above all, by my disinclination to adopt the traditional princely manner."

ENGLAND AND GERMANY.

His account of the pre-war relations of England and Germany is contradictory. The English, he says, quoting Bismarck, refused to be loved. At the same time the Germans, as the Crown Prince himself discovered, were not loved anywhere. England was well served by her consuls, while Germany's foreign policy was "feeble and oscillating." Of King Edward he speaks handsomely. He sees him as "the good uncle and the amiable man" devoid of intrigue or trickery, "a brilliant upholder of his country's interests," and one who "would rather have secured those interests in co-operation with Germany than in opposition to her."

When the Crown Prince was in London for King George's Coronation he had a "thoroughly animated conversation" with the Foreign Secretary, Sir Edward Grey, on whom he urged co-operation between the strongest land and the strongest sea power.

They could then, moreover (if it must be so), divide the world between them. Grey listened, nodded, and said: "Yes, true, but England does not wish to divide with anybody—not even with Germany."

That England afterwards "gave up the endeavour to avoid war" is, from various points of view, as remarkable a statement as that "no one who knew the situation could doubt that England would make the utmost use of such an excellent opportunity as that provided by our treatment of the Austro-Serbian dispute."

WITH HIS TROOPS.

His relations with his soldiers form one of the subjects on which he is always clear. He loved them, they loved him. Several occasions are mentioned when either officers or men, or both, had tears in their eyes. He indignantly refutes the "silly twaddle" which associates him with the failure at the Marne and the losses at Verdun.

The German army was not defeated at the Marne; it was withdrawn by its leaders. The battle was lost because the Highest Command gave it up as lost.

"To what trials," he exclaims elsewhere, "was not this sensitive and most pacific of princes (the Kaiser) exposed in the war? One gets the impression that there was a stalwart, wise Crown Prince, and a weak, misled, and disappointed Emperor. Not that the Crown Prince was not pioneering. During the war, he says, he made many efforts for a peace by compromise, though he did, at the same time, more than once 'express and demand determination to conquer and confidence of victory.'"

In doing so I fulfilled my duty as an officer and a soldier, just as I fulfilled my duty as a politically thinking man and as Crown Prince of the German Empire and of Prussia when I endeavoured to induce the proper authorities to face unwelcome facts and to strive for a peace by compromise.

Such, however, are the discrepancies an advocate has difficulty in reconciling to the Court's satisfaction when he presents himself for judgment. The "unwelcome facts" included the demoralization of the German Army, of which nobody has written a more lurid description than the Crown Prince.

He now makes horsebores, for which Americans willingly pay 25 guilders, but he looks forward to the hour "in which I, too, may take active part with my fellows in productive labour in my home country."—Times.

genius, but there is said to be indication that in a short time these difficulties will be overcome. Nine cases of diabetes have been examined, and in seven of these poison-producing bacilli, so claimed, have been found. Lines of treatment to be sought are to eject the noxious organism or to render it harmless, and it is recalled that the influence of certain organisms in destroying the noxious activities of other organisms is well established. Such assistance, combined with a diet of foods which the bacteria cannot assimilate, will the paper suggests, prove an important part of the treatment.

It is well that the public and especially sufferers from diabetes, should not entertain false hopes of present cure, and should appreciate that to-day no more is claimed than is above indicated.

NAPIER JOHNSTONE'S "N. J. CLUB"



WORLD WIDE IDENTICAL QUALITY

OBTAINABLE AT ALL

WINE MERCHANTS

SOLE AGENTS

LANE, CRAWFORD, LTD.

NEVER NEGLECT A WOUND OR SORE.

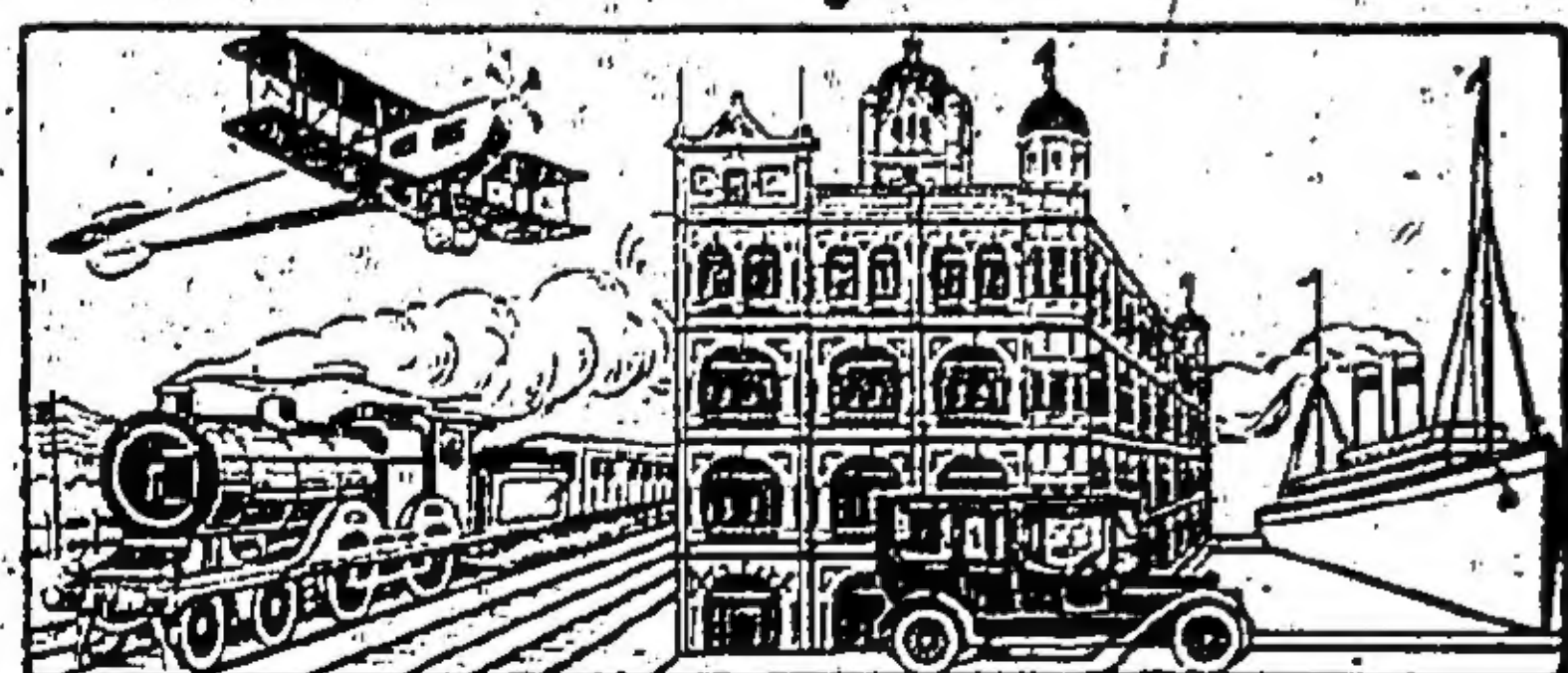
NEGLECT of even the tiniest break in the skin leaves the way open for dangerous and invisible germs to set up blood-poisoning and disease. When that happens there is no telling how harmful the consequences may be—an amputated finger, a crippled hand, even death.

The safest plan is to always keep a box of Zam-Buk handy, and immediately dress every cut, scratch, or other skin injury with this unique herbal balm. By its means complications are prevented and healthy healing assured.

Owing to its purity and herbal composition, Zam-Buk has a power for destroying and repelling skin disease which no ordinary ointment can possibly have. In addition to special soothing and pain-killing qualities, Zam-Buk has very powerful antiseptic germicidal properties, which are a bulwark against blood-poisoning, Eczema, and Ulceration. It is so comprehensive in its medicinal action that after thoroughly purifying a wound or sore, Zam-Buk heals the place by stimulating the growth of healthy new skin.

Of all Chemists and Medicine Vendors in Shanghai, Hongkong and throughout the Far East.

Zam-Buk



FIRST QUALITY

English Varnishes

FOR
HOUSES, SALOONS, OF SHIPS, RAILWAY COACHES,
MOTOR CARS, FURNITURE, LOCOMOTIVES, etc., etc.

MANUFACTURED BY THE

Oldest Firm of Varnish Makers in the World.

FULL STOCKS at our HONGKONG BRANCH.

Wilkinson, Heywood & Clark, Ltd.,

(Incorporated in the United Kingdom)

ALEXANDRA BUILDINGS, HONGKONG.

A MARRIAGE MARKET.

HOW-FRANKFORT DEALS WITH
SURPLUS WOMAN.

In the German city of Frankfort, long known for its progressive tendencies in municipal affairs, a daring venture has been made to solve the problem, though it might not appeal to British ideas of sentiment and modesty.

It has established a "House of Confidence" as a social centre for young people with matrimonial aspirations.

The marriage problem is not a new one in Germany, the only new phase in the situation there being due to the unrest and uncertainty of present-day conditions and the fact that the class of society which formerly proceeded calmly and safely along the path of married life now finds this path bristling with difficulties and dangers.

This is the great middle class, the women of which have been left, stranded by the war, and the depletion of the male materiel of the world. Thousands and thousands of girls from this class in Germany have their eyes turned longingly along the great highway, waiting for the approach of a suitor.

Even should he come present conditions make it practically impossible for a newly-married couple from the middle classes to establish a household unless they are taken into the family home. But the smallest farmhouse in rural districts is more spacious than the roomiest apartment at the disposal of the middle class in the cities.

Housing scarcity and the high price of living have practically prohibited social intercourse, and no other way remains than that of the matrimonial bureaus and advertisements in the classified columns of the daily press.

Magdeburg attempted to solve the problem by establishing an official bureau for the purpose of bringing together two classes of social "remnants," so to speak—war widows and war invalids.

The matter has now been taken up by leading German physicians, who regard it as a question of "race conservation." But Frankfort is the first city to take a systematic step in this direction by establishing a so-called "House of Confidence," the purpose of which is to provide a social centre and a meeting-place for young people with matrimonial aspirations.

There has been a tremendous revival in the matrimonial advertisement, which is being strongly advocated by German students of sociology, writes Karl H. von Wiegand in an American paper. The popularity of this medium is shown by the fact that 12 Berlin newspapers carried in one week 1302 such announcements and inquiries.

Men were in the majority, and as a proof of their honest intentions they stated their trade and profession, from which it was to be seen that the marriage fever was strongest in the circles of the small shopkeepers and minor officials.

A Count who offered his title in exchange for a woman provided with a small dowry was left kicking his heels together at the door of the marriage market, whereas a locksmith, who advertised for a girl from his own walk of life, was speedily provided a life-partner. A young woman with a slight physical defect, which was offset by a fortune of 100,000 marks, was overwhelmed with offers, whereas her life might have been spent in single loneliness had she not resorted to the channels of publicity in question.

DE-HUMANISING GAOLS.

EARL RUSSELL ON OUR PRISON SYSTEM.

Strong criticism of our prison system came from Earl Russell on May 8th, when he addressed members of the Ethnological Society, at 90, Buckingham Palace-road, on "Crime and Character." That our prison system reformed criminals was a theory very few would be prepared to maintain, he said. Even with modern improvements, the dehumanising of the system had now been carried to such perfection that at the end of his term the convict left the prison gates something less than a man and quite unfit to take his part in the world of men. He had passed the greater part of his time in solitude, had had no human intercourse, and had never been allowed to talk, laugh, or sing. He had had no tobacco, no money, no drink, insufficient food, an uncomfortable bed, and for six months in every year he had suffered from cold. Was it likely that such a man after such experiences, shot out upon the world almost penniless, could find his feet again and take his place among his fellow-men? Criminologists agreed that the fear of prison was far more effective than the experience of it, and the great thing to do was to endeavour to arrest the criminal in his early stages before turning him into the gaolbird.

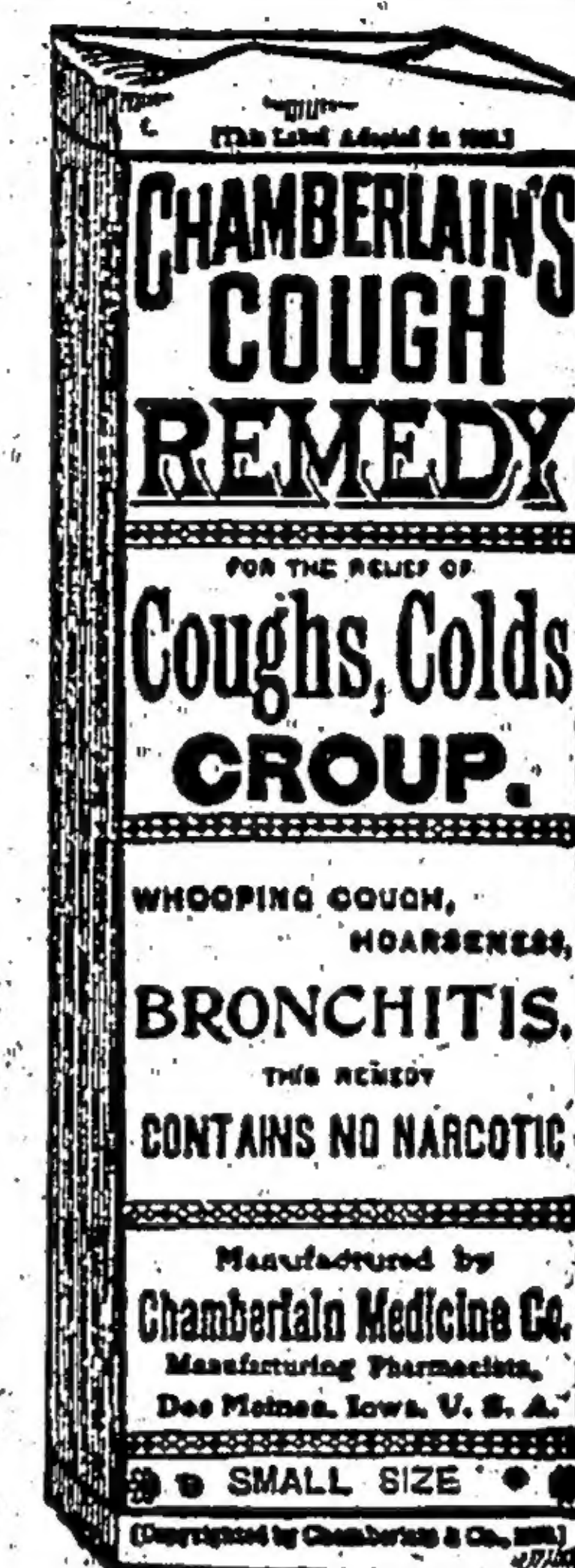
In the case of those who might be called society's delinquents, for whom the community was itself responsible owing to the social conditions of their environment and upbringing, or those who through deliberate choice continued a life of crime, he suggested permanent and lifelong seclusion, but in conditions of comparative comfort like those of an asylum. The community was entitled to say that it would not loose dangerous criminals to prey upon society and give it the trouble and expense of their depredations and of their recaptures. They should be treated with the same consideration and the same humanity as was extended to wild animals in captivity.

Mr. Clement Edwards, M.P., who has recently returned from a visit to Germany, states that from information he received the treaty concluded between Germany and Russia is of a military nature as well as commercial. Millions of money are being sent to Russia for the purpose of organising man-power.



SHANGHAI OFFICE—
65, PEKING ROAD.

AGENTS for Hong Kong
and South China,
DODWELL & CO., LTD.
Telephone 1010 2 Queen's Bldg.



VETARZO
DR. LECLERC'S
BAGS & CAPSULES
FOR THE
TREATMENT OF
ALL FORMS OF
GOUT, GRAVEL, RHEUMATISM,
CALCULI, NEURALGIA, MIGRAINE,
HEADACHE, SCIATICA, BRUISES, SWELLINGS,
AND ALL AFFECTIONS OF THE URINARY
SYSTEM.

FORTUNES FROM PROPRIETARY ARTICLES.

A well-advertised proprietary article which takes the public fancy is one of the surest roads to fortune for its proprietor. Among the more prominent cases of those of late years disclosed by the death duty valuations are those of

Mr. Charles William Post, proprietor of "Grape Nuts".....	£1,204,423
Mr. James E. Eno, of "Eno's Fruit Salt".....	1,011,607
Mr. Henry John Heinz, of "57 Varieties".....	1,122,020
Senator the Hon. George T. Follard, of "Dr. Williams' Pink Pills".....	1,311,000
Mr. Charles W. Lea, of "Lea and Perrin's Sauce".....	1,070,137
Mr. James Epps, of cocoa fame.....	735,537
Mr. J. J. Colman, of "Colman's Mustard".....	657,024
Mr. Samuel Palmer, of "Huntley and Palmer's".....	573,749
Sir James Horlick, of "Malted Milk" (English estate).....	450,481
Mr. Frederick B. Benger, of "Benger's Food".....	420,807

Several members of the Wills and Coats families left enormous fortunes from their well-advertised tobacco and cotton specialities respectively before the days of the huge combines in those articles which exist to-day.

A message from Funchal, Madeira, stated that the ex-Emperor Charles "let himself die" by refusing to see the doctors or take medicine, despite the supplications of the ex-Empress to agree to the transfusion of blood. The efforts of his chaplain were useless, as also were those of his three doctors.

WORLD THEATRE

Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 p.m. and 9.15 p.m.

IVAN ABRAMSON'S MASTERPIECE SOMEONE MUST PAY

in 6 parts.

STARRING

GAIL KANE and JACQUE SAUNDERS
and An All-Star Cast.

2.30 & 7.15 p.m.

EDDIE POLO in "DO or DIE"
Episodes, 10 & 11.

USUAL PRICES. BOOKING AT THE THEATRE.

REMOVAL NOTICE.

HAVE REMOVED TO

No. 16, Des Vœux Rd., C.,

[(Between Our Former Premises and Blue Bird's)]

On display New Stock of

MANILA HEMP HATS,

SWATOW DRAWN WORKS,

EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,

Phone No. 2880.

P. O. Box 445.

EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN NUMEROUS IMPORTANT WORKS IN
FOR FLOOR, ROOF, FOUNDATION, WALL, ETC.

GREAT BRITAIN AND AMERICA.

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.

Conditions for distribution of Machinery & Engineering Plant on application to

DODWELL & CO., LTD., Machinery Dept.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS.

IMITSUI BUSSAN KAISHA LTD.

HONGKONG.

HOW MUCH ACHE CAN A WOMAN'S HEART ENDURE BEFORE
BREAKING?
IF YOU WANT TO UNDERSTAND WHAT A LIEB THE TERM
"THE WEAKER SEX" IS,

SEE
SOMEONE MUST PAY
AT THE
WORLD THEATRE
TO-DAY.

W. S. BAILEY & CO., LTD.,
ENGINEERS AND SHIPBUILDERS,
KOWLOON.

Tug-boats, Barges, Fast Launches, River Steamers,
and Motor-vessels.

Constructional Work and Repairs of All kinds.

Cables: SEYBOURNE. Telephs: Works (day) ... K.21.
Manager (night) ... K.633.
Secretary ... K.369.
Harbour Engineers ... K.604, K.622.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

The M.S. "PERU"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN PORTS
About 20th August.

Further Sailings	Expected on or about	Will leave for above ports on or about
M.S. "Peru"	13th July	15th September
M.S. "Africa"	8th August	30th September
M.S. "Java"	22nd August	21st October
M.S. "Asia"	14th September	22nd November
M.S. "Panama"	15th October	

Subject to change without notice.
For further particulars please apply to—

MANNERS & BACKHOUSE LTD.
Agents.

"PHILIPS"
APHILIPS LAMP
IS A PERMANENT
ECONOMY
SOLE AGENTS
Holland-China Trading Co.
Hong Kong

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE &
ELECTRIC WELDERS.
MECHANICAL &
ELECTRICAL
ENGINEERS

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.
Length on Blocks 750 Ft.
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)
AGENTS.
HONGKONG, CHINA & JAPAN
TEL. ADDRESS: "TAIKOODOCK, HONGKONG."
TELEPHONE No. 314
ALL FLAG "C" OVER AND FORWARD.

**"ONLY ONE THING—
A JOURNALIST."**

LUNCHEON TO VISCOUNT
NORTHCLEFFE.

ONEROUS CABLE RATES TO THE
FAR EAST.

The newspaper Press of Great Britain and the Dominion Press was represented by many of its leading members at a luncheon given by the Empire Press Union at the Hotel Victoria on May 10th, to welcome Viscount Northcliffe, hon. treasurer of the union, on his return to London from his seven months' world tour. Viscount Northcliffe, president of the Empire Press Union, was in the chair, having on his right and left hand respectively the guest of honour, and the American Ambassador.

Viscount Northcliffe, proposing the health of the Empire Press Union, said that in 1910 the Empire Press Union was founded as the immediate result of the Imperial Press Conference of immortal memory, and its principal object was to consolidate the power and increase the potentialities of that Free Commonwealth of Nations which they called the British Empire by all the moral and intellectual influences that the Press could bring to bear upon the problem. It was thought that they could do it best in two ways. In the first place, they could, by joint efforts, do much to increase and to cheapen the means of communication of news and views among the newspapers of the Empire. In the second place, they thought it possible that, as tact and contact counted for so much, they would do much to multiply the agencies of goodwill by bringing together in personal touch and understanding the leading men of the Press throughout all the parts of the far-flung Dominions. He did not believe that any man could have carried out this mission more entirely in the spirit of the Imperial Press Conference than Lord Northcliffe had done during his seven months' journey around the world. (Cheers.) What they as journalists liked about Lord Northcliffe was that he was a journalist always and everywhere. (Cheers.) He believed in the newspaper Press, as he believed in nothing else, as the great force for universal goodwill and human welfare. They were most of them, probably, gentlemen who wrote with ease more or less ease—(laughter)—but they were first of all journalists, and when they were together it was wonderful how little they disagreed—except in opinion. (Laughter.) Lord Northcliffe was a man who did not use journalism as a stepping-stone to what, according to the conventions of the times, were called higher things. On the contrary, their greatest thought that in journalism he had found the best thing. (Cheers.) There was a French proverb which said that journalism was "Un peu mieux si l'on en sortit." It was a very good profession as long as one got out of it. (Laughter.) But they all believed in their hearts and minds that it was the best and the highest profession so long as they remained in it. (Cheers.)

EMPIRE WIRELESS.

Viscount Northcliffe, whose health was cordially drunk with musical honours, expressed his thanks for the warm greeting he had received from many who might have been expected to regard him with an unfriendly eye. Lord Northcliffe had truly said that he was only one thing, and that was a journalist. He should never be anything but a journalist, and when, in November, 1917, he addressed to the Prime Minister a letter declining to join him, he did so because he believed that there was no higher ambition, no greater freedom, and no greater opportunity for doing good than to be a journalist, with no political ties whatever.

Proceeding to deal with Empire communications, his Lordship said that at the present time, even for the great work done by that society, the cable rates to the Far East were onerous to a degree. (Hear, hear.) They pressed very heavily on the newspapers, very heavily on the little news, and particularly heavily on the little newspapers; and they had a blank of two or three days at important intervals when one wondered what was going on in Europe, whether anything was wrong, and whether the cable had been cut in the Suez Canal. That would probably be changed, and he thought within twelve months. That society had never been in a more important position in its existence, and he imagined that the work that it performed in the next three or four months would have vital influence on the future.

The dangers of ignorance—ignorance largely caused by high shipping freight, high passenger tickets, but more especially by high cable rates—could not be over-rated. He had something which he had said which was unpleasant. He had said the great pleasure of travelling across the great Dominion of Canada on four occasions. We were not watching Canada closely enough. We were not watching what was happening in the prairie provinces of Canada. (Hear, hear.) One of the wisest men he ever met, Lord Shaughnessy, the head of the Canadian Pacific railway, said to him twenty years ago, "I wonder if I am right in thinking that the future of the British Empire is largely wrapped up in what happens in Alberta and Saskatchewan." He did not think there had passed a week in which he had not thought about that remark, and in which he had not turned to some excellent Canadian weekly newspaper published in this country and to the Canadian daily paper which he read every day, without seeing that what Lord Shaughnessy said to him those long years ago was getting unpleasantly near.

THE CROWN LINK.

Lord Northcliffe continued that to-day in Canada some believed in the Imperial connection and some did not. When he first went there as a young man there was a great movement for federation with the

COAL WASTE AT SEA.

SOME CHANGES NEEDED IN SHIP'S
STOKEHOLDS.

In a paper on Possibilities of Future Economy in Marine Boilers, read by Mr. John Reid, at the Institute of Naval Architects' meeting in London recently, it was observed that the larger shipowners, by means of automatic registering devices, had been making a systematic attempt to discover and limit their fuel wastage, and data now being available, a more exact diagnosis of heat losses to which marine boilers were subject was possible.

The object of the paper was to suggest certain remedies, and while it was hopeless to discuss the problem without reference to the human element—"the man behind the fan"—they also had to go back a step further to a critical examination of the design, construction, and installation of the furnace equipment. The whole history of marine engineering you could not find a more extraordinary example of suspended development. In the past 20 years, which had witnessed a complete revolution in the engine-room by the introduction of turbines and geared turbines, the stokehold had shown no corresponding advance. The grates fitted to-day in marine boilers were identical with those fitted 20 or even 30 years ago. The conclusions arrived at from the writer's experimental work were as follows:

Natural draught cannot be depended upon for any class of vessel or fuel to be burned.

Forced draught for improved results, imperatively demanded by recent investigations, requires to be associated with better grate equipment, simplifying the stoking and reducing the air supply.

To obtain the best combustion results in marine boilers in the interests of fuel economy the furnace equipment should be redesigned to bring the disposition of the fuel on the grate by the stoker, and the delivery of air to the fuel, into a more intimate association to obtain and maintain high range of furnace temperatures.

The cost of equipping any new or existing vessel with suitable arrangements for the above is less by a very considerable sum than is now expended on furnace and draught equipment. The benefits are a reduction in the cost of upkeep, a direct saving in fuel, and the prevention of consequential damage of unknown extent which always follows waste in any form.

THE MULTIPLICATION OF FLIES.

In view of the advent of the warm weather and the inevitable re-appearance of flies in large numbers, a campaign has been launched by members of the Joint Council on Health Education and the National Health Association to exterminate the nuisance. The campaign will be an individual one but it is hoped that it will be none the less effective on this account. To make the case for killing flies the following statistics of reproduction are given prominently:

On April 15th, one fly comes into the world; this breeds others until on May 1st there are 120, which in turn multiply until they reach 432,000 on June 20th; until July 10th there are 59,020,000 and 19 days later this number is increased to 1,335,200,000; from these 92,312,000,000 are bred until August 15th, and on Sept. 10th, there are 593,720,000,000. Well may it be asked: "Where do flies go in the winter time?"

United States. At present he did not believe there was any particular desire for disconnection with the Crown. He used the word Crown, because wherever he went he found that it was the emblem which kept this Empire together. (Cheers.) He began his life in Fleet-street as a very fiery young radical reporter—rather a "Bolshevik" (Laughter.) He did not realise fully the truth of what he was now telling them until he went this journey. He was always asked wherever he went, "What do you think the King thinks of this?" He always replied that he had had the honour of being received by his Majesty, but he had never discussed matters of any kind except the immediate business they were engaged on. But the people never asked him what the politicians thought of anything. For the Crown in every part of his Majesty's Dominions he visited he found the most serious affection and respect. In Canada there was a very great section loyal to the Crown. In New Zealand every gathering began and ended with "God Save the King" and they prided themselves on being more English than the people at home. In Australia—which he would like to inform the American Ambassador was 10,000 square miles larger than the United States—(laughter)—he found always the same thing, loyalty to the Crown. In China the people they knew about in England was the King. In their papers there was a mighty little about Europe, but a great deal about the coming of the Prince of Wales. (Cheers.) Even in America he found that that young man had made a mighty impression, a tremendous impression, especially all Irish, and who, by the way, sent a very handsome present to his sister on the occasion of her marriage. (Cheers.) As to India, did any one imagine that that conservative people would be linked up with a Republic? Let them not believe it for a minute. They loved signs of authority. He believed that the real connecting link, the thing that held together the work that had been accomplished by scores of generations of Englishmen, or Irishmen, and of Scotchmen, was the Crown. (Cheers.)

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

RAILINGS, SUBJECT TO ALTERATION

STRAITS & CALCUTTA	"NAMSANG"	Friday	18th June	3 p.m.
MANILA	"LOONGSANG"	Friday	18th June	3 p.m.
SHANGHAI via NINGPO	"TAKSANG"	Saturday	17th June	Daylight
SHANGHAI	"KWAISANG"	Saturday	17th June	Noon
SHANGHAI via SWATOW	"GEYSANG"	Tuesday	20th June	Noon
BANGKOK via SWATOW	"FOOSHING"	Tuesday	20th June	Daylight
HAIPHONG via SWATOW	"LOKSANG"	Wednesday	21st June	Noon
SHANGHAI via SWATOW	"HANGSANG"	Wednesday	21st June	Noon

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when indicated on offer.

BURNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 ton steamers, "HINSANG" and "MAUSANG" both steamers carrying excellent passenger accommodation. Cargo taken on through Bill of Lading for Kudat, Jesselton, Labuan, Tawau and Labuan.

TIENSHAN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chinko.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about
Friday, 16th June, at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENREEG"	19th June	
M.V. "GLENLUCE"	10th July	
S.S. "GLENSEAN"	20th July	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENIFFER"	4th July, GENOA, LONDON, HULL, ANTWERP & HAMBURG.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 and 2206

Cable Address

KAWASAKI, Kobe.

Bestley's A.M.U. 5th St. Bldg.

and CORN'S COLOS.

Telephone KAWASAKI

1921, 1922.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥100,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

in Company has 12 first class staterooms

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS at a description.

The following are comprised in the Company's fleet—

Eleven steamers of 9,100 tons each deadweight;

And under the Company's Management—

Twenty steamers of about 9,100 tons deadweight each;

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the

KAWASAKI KISEN KAISHA

5-3, Bunko Koto

SHIPPING NEWS

ARRIVALS.

June 15th.
Malacca Maru, Japanese str., 2,310 tons, Capt. M. Tani, from Singapore, with a general cargo.—N.Y.K.
Teikoku Maru, Chinese str., 768 tons, from Swatow, with a general cargo.—Yuen Woo S.S. Co.

June 15th.
Asakura Maru, Japanese str., 2,336 tons, Capt. T. Hanada, from Swatow, with coal and general cargo.—O.S.K.
Ringo Maru, Japanese str., from Canton, Chinese str., 1,333 tons, Capt. A. McEachern, from Shanghai, with a general cargo.—B. & S.
Xuewang, British str., 1,405 tons, Capt. H. Simpson, from Hongkong, with a general cargo.—J.M. & Co.

Shan Maru, Japanese str., 748 tons, Capt. D. Sadahira, from Huihong, with a general cargo.—Mau Wing S.S. Co.

Nikko Maru, Japanese str., 1,078 tons, Capt. S. Takahashi, from Melbourne, with a general cargo.—N.Y.K.

Santa Maria, Japanese str., 1,513 tons, Capt. J. Furukawa, from Keelung, with coal.—M.H.K.

Tachan, Chinese str., from Canton, Chinese str., 1,333 tons, Capt. P. W. Tien, from San Francisco, with fuel oil.—Standard Oil Co.

Hingung, British str., 1,510 tons, Capt. J. V. Simpson, from Shanghai, with a general cargo.—J.M. & Co.

Yankee King, Chinese str., 401 tons, Capt. A. H. Brown, from Swatow, with a general cargo.—Yuen (Cheong) Co.

Zion, British str., Capt. H. Davey, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

CLEARANCES.

June 15th.
Panji Maru, for Keelung.
Chichu, for Shanghai.
Chenglu, for Canton.
Yuen, for Hongkong.
Hanoi, for K. C. Wan.
Hong Maru, for Keelung.
Hingung, for Huihong.
Teikoku Maru, for Shanghai.
Nikku Maru, for Huihong.
Asakura Maru, for Huihong.
Yankee King, for K. C. Wan.
Noroon, for Huihong.
Shin Maru, for Canton.
Yankee King, for K. C. Wan.
Yankee King, for Huihong.
Zion, for Shanghai.

PASSENGERS.

Per S.S. **Wingston**, from Shanghai, etc., Mr. Page.

Per R.M.S. **Empress of Russia**, on June 15th: His Excellency Sir R. E. Stubbs, Miss B. Apple, Mr. J. H. Anderson, Mr. J. E. H. Bibby, Mr. Adrie Boyd, Mr. L. M. Berthel, Mr. R. F. Barnett, Mr. A. W. Bankston, Mrs. T. J. Bridge, Mr. P. F. Connor, Mr. and Mrs. C. A. Carr, Capt. E. C. Cross, Miss G. Corning, Mrs. T. E. Dunning, Mr. Wm. Davies, Dr. Chas. E. Davis, Mr. and Mrs. H. Doulatram, Mr. and Mrs. P. A. Davidson, Mr. and Mrs. Davison, Miss D. E. Everett, Mrs. C. F. Fan, Miss W. F. Fann, Mr. F. Friedman, Mr. J. Friedman, Mrs. Wm. S. Fan, Mr. E. D. Farnes, Mrs. M. L. Greenough, Mr. D. H. Greene, Mr. and Mrs. S. Gutton, Mrs. Anna Herd, Miss P. E. Hodgson, Miss I. Hughes, Dr. and Mrs. B. Joven, Miss L. W. Joven, Mrs. T. Jeffers, Miss A. Kinnere, Mr. and Mrs. T. Y. Lee, Mr. J. P. Lawrie, Mr. T. A. Lee, Mr. H. N. Musil, Mr. H. A. Morchard, Mrs. M. Muehle, Miss M. Muehle, Mr. G. Muehle, Mr. and Mrs. A. Moncada, Mr. L. L. Mortlack, Mr. Paul E. V. Meyer, Mr. O. A. Mark, Mr. and Mrs. Meyer, Hon. C. M. M. Messer, O.B.E., Mr. and Mrs. Frank Mirett, Mrs. A. A. Noyes, Capt. R. Neville, Mr. P. H. Nye, Mr. Jas. Quinn, Miss E. Rich, Mrs. E. B. Ryder, Lieut. H. E. Reid, Mr. and Mrs. C. S. Searles, Miss F. Schmitt, Mr. and Mrs. G. Seaman, Dr. A. W. Swanson, Mrs. W. G. Sevin, Mr. O. G. Targarelli, Mr. and Mrs. W. Vickers, Comtesse de Walden, Luciano Vellazquez, Mr. C. C. Walla, Mr. and Mrs. H. Wilch, Mr. and Mrs. P. Youtz, and a large number of Chinese saloon passengers.

SHIPPING MOVEMENTS.

The S.S. **Telamon** (Blue Funnel) left Liverpool on June 10th for Penang, Singapore and Japan.
 The S.S. **Jaum** (Blue Funnel) left Liverpool on June 11th for Hongkong, Shanghai and Huihong.
 The S.S. **Teikoku Maru** (Blue Funnel), from Pacific Coast leaves Keelung on June 15th for this port via Kuching.
 The S.S. **Immerdon** (Blue Funnel) left Port Said on June 9th for London, Amsterdam and Antwerp.
 The S.S. **Yangtze** (Blue Funnel) left Shanghai on June 15th, at 9 a.m., for Canton, Hongkong, Liverpool and Hamburg via Hongkong, and is due here on June 18th. She will sail, as above, on June 20th.
 The N.Y.K. S.S. **Haruna Maru** (European Line) left Singapore for Hongkong on June 14th, and is expected here on June 19th.

VESSELS EXPECTED.

Reyni Maru (N.Y.K.), due June 19th.
Empress of Japan, due June 23rd.
Lenus (Apar Line), due June 15th.
Kamela (P. & O.), due June 17th, 6 a.m.
Kashgar (P. & O.), due about July 1st.
Lima Maru (N.Y.K.), due June 16th.
Shimada Maru (N.Y.K.), due July 2nd.
Nishina Maru (N.Y.K.), due June 22nd.
Doko Maru (N.Y.K.), due June 18th.
Harmonia (Blue Funnel), due June 18th.
St. Albert (P. & O.), due July 2nd.
Tango Maru (N.Y.K.), due June 19th.
Tokushima Maru (N.Y.K.), due July 15th.
Tokushima Maru (N.Y.K.), due June 15th.
Tyndarus (Blue Funnel), due June 28th.
Yamagata Maru (N.Y.K.), due June 17th.
Zion (B.I.S.N.), due June 16th.

SHIPPING NOTES.

The new steamship **Monmouth** owned by the China-America Line, sailed on May 1st on her maiden voyage from New York to Hongkong, by way of the Panama Canal. The **Monmouth** is 375 feet long, 45 feet beam and has a deadweight tonnage of 4,800. She has accommodations for 800 passengers, is manned by a Chinese crew and is the first Chinese combination freight and passenger vessel to sail from New York.

WEATHER REPORT.

June 16th, at 10.42.—Pressure is highest over the Beika. It has decreased moderately from Shanghai to Foochow and slightly over S.W. Japan. It is nearly stationary over Formosa and the Philippines.
 A depression has formed over the Yangtze Valley.
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 15th June, 0.15 inch. Total since January 1st, 20.18 inches, against an average of 23.98 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast: S. winds, fresh, squally; generally cloudy, occasional rain.
 Hongkong to Gap Rock: S. winds, fresh, squally; generally cloudy, occasional rain.

Formosa Channel: The same as No. 1.

South coast of China between (The same as) Hongkong and Lamook: No. 1.

South coast of China between (The same as) Hongkong and Hainan: No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 15th.

	Previous Day at 5 p.m.	On June 15th at 5 p.m.	On June 16th at 5 p.m.
Barometer	29.74	29.74	29.75
Temperature	83	83	86
Humidity	83	80	77
Wind Direction	S	S	SW
Force	1	3	3
Weather	0.01	0.01	0.01
Rain	0.15	0.00	0.00

Highest open-air Temperature on 14th, 89.
 Lowest open-air Temperature on 15th, 76.

HONGKONG TIDE TABLE.

From 16th to 22nd June, 1932.

Day of Month	High Water		Low Water	
	Time	Height	Time	Height
Fri. 16	3.19	4.1	8.46	1.3
Sat. 17	4.13	4.4	8.38	1.3
Sun. 18	5.13	4.7	8.32	1.3
Mon. 19	6.22	5.0	8.29	1.3
Tue. 20	7.46	5.4	8.29	1.3
Wed. 21	8.54	5.8	8.31	1.3
Thur. 22	9.44	6.3	8.39	1.4

BOARD OF CONSERVANCY WORKS OF KWANTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1932		1931	
	Highest recorded.	Lowest recorded.	Highest recorded.	Lowest recorded.
Wuchow, W. River	+79.50	-2.42	15.60	14.80
Kiangsu, W. River	+14.70	-0.80	3.80	3.80
Linkow, N. River	+57.00	—	8.00	7.50
Samshui, N. River	+27.25	-5.00	3.90	3.20
Shanghai, E. River	+15.15	-0.98	9.71	8.79

Engineer in Chief.



These tiny Capsules — superior to Copalba, Cubeba, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
 Each Capsule bears the name, Paris, 8, rue Vivienne, sold by all Chemists.

THE RAPID THERAPY
 For the treatment of all diseases of the urinary tract, including gonorrhea, cystitis, and prostatitis. The capsules are small, tasteless, and can be taken without inconvenience. They are sold by all chemists.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Russia	June 15	July 3	Empress France July 11
Empress Japan	June 28	July 19	Empress Scotland July 25
Empress Asia	July 13	July 31	Empress France Aug. 8
Empress Canada	July 27	Aug. 14	Empress Scotland Aug. 22
Empress Russia	Aug. 10	Aug. 28	Empress France Sept. 5
Empress Australia	Aug. 24	Sept. 11	Empress Scotland Sept. 19
Empress Asia	Sept. 7	Sept. 25	Empress France Oct. 3

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 752. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING," "CHINA," "NILE," "GORJISTAN," "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S. \$57.07

Maximum Rate U.S. \$820.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"

August 10th. July 6th.

Tahiti Service

SAN FRANCISCO TO TAHITI

S.S. "NILE" July 22nd August 31st.

Java Service

HONGKONG TO AMOY, SINGAPORE AND

JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURBRIDGE, GENERAL AGENT.

PAKING'S BUILDING, 105 HONG KONG STREET.

TELEPHONE: PAMPERE DIRT, No. 1934. TEL: FAIRVIEW DIRT & AGENT, No. 2161.

CABLE ADD: "CHIMAIL" [34]

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

S.S. "BOWES CASTLE" sailing on or about 30th June.

S.S. "EGREMONT CASTLE" about 2nd half of July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "NIPPON" sailing on or about 2nd June.

FOR BRINDISI, VENICE & TRIESTE

S.S. "VENETIA" sailing on or about 21st June.

S.S. "NIPPON" sailing about middle of July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

N. Y. K.

SALES AND FREIGHT TO ALTERNATE

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SHIZUOKA MARU (Calling Keelung) Monday, 3rd July, at 11 a.m.

YOKOHAMA MARU (Calling Keelung) Wednesday, 28th July, at 11 a.m.

MARSEILLES, LONDON & ANTWERP Singapore, &c.

MISHIMA MARU Friday, 30th July, at 11 a.m.

BAROZARI MARU Friday, 7th July, at 11 a.m.

HAMBURG via DUNKIRK, LONDON & ROTTERDAM

MITO MARU Friday, 18th June.

LIVPOOL via MARSEILLES and VALENCIA

TOKUSHIMA MARU Friday, 18th June.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU Tuesday, 28th June, at 11 a.m.

YOSHINO MARU Tuesday, 13th July, at 11 a.m.

NEW YORK via PANAMA.

DELEGUA MARU Thursday, 29th June.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.

CEYLON MARU Monday, 26th June.

CAIRO via Singapore, Penang & Rangoon.

MORIOKA MARU Friday, 23rd June.

NAGASAKI, KOBE & YOKOHAMA.

NITKO MARU Friday, 16th June at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU Sunday, 18th June.

LIMA MARU Saturday, 17th June.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 292 & 291. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS.—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"West O'Rowa" Due Hongkong 20th June.

Leaves Hongkong 23rd June.

"West Farallon" Due Hongkong 18th July.

Leaves Hongkong 14th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

"Apus" Due Hongkong 1st July.

Leaves Hongkong 3rd July.

"West Ivan" Due Hongkong 24th July.

Leaves Hongkong 28th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for 1st Floor, Powell's Building, Phone No. 3008.

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA. G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	JAVA	in port	10th June	SOERABAYA
ARAKAN	JAPAN	20th June	22nd June	BATAVIA
TJILATJAP	JAPAN	24th June	26th June	BATAVIA via BANKA
TJILIWONG	JAVA	18th June	21th June	BILLITON SHANGHAI & JAPAN

Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified service cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the
 JAPAN-CHINA-JAPAN LIJN.
 Telephone No. 1674.
 York Building, First Floor.

VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND—OOST AZIE LIJN

(Holland—East Asia Line).

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

S.S. "CITY OF MANCHESTER" ... 15th July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 2nd July ... London, Rotterdam & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to—

or Messrs & Co., CANTON

THE BANK LINE, LTD.

General Agents.

51

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHN B.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "ALCANTARA" ...	via Suez Canal	15th June
S.S. "EUPHYLUS" ...	via Suez Canal	15th July
S.S. "KEELUNG" (Calls at Philadelphia) ...	via Suez Canal	15th July
S.S. "OYCELOPS" ...	via Suez Canal	15th July

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.**MESSAGERIES MARITIMES****SERVICES CONTRACTUELS**

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ...	"CHAMBERLAIN"	15,000	On or about 23rd June
YOKOHAMA ...	"ANDRE LEBON"	22,000	On or about 7th July
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIEBOUT, SUEZ & PORT SAID ...	"AZAY LE RIDEAU"	15,000	On or about 27th June
	"ARMAND BEHIC"	11,000	On or about 11th July
	"CHAMBERLAIN"	15,000	On or about 25th July

COMMERCIAL LINE

SHANGHAI, FUKUOKA, HANKOW & TAKOU

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 742

A. JOHARD,
Agent, Agents,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD****HONGKONG AND SOUTH CHINA COAST PORT SERVICE**

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms, canteens and excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. J. S. Thomson	Friday, 15th June, at 1 p.m.
HAIPHONG	Capt. W. C. Passmore	Friday, 23rd June, at 1 p.m.

Arrival and Departures from the Company's Wharf (near "Blake" Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.

General Managers.

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. CO., LTD.)**REGULAR FREIGHT & PASSENGER SERVICE**

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 22nd June.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 22nd June.

For further particulars, please apply to—

Branch Office:

No. 47, Bonham Street, West.

Tel. No. 155.

P. MIFARAI,
Agent,
Top Floor, King's Building,
Tel. No. 149.**P. & O., British India**
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DELTA"	3,100	21st June	Marseilles, London & Antwerp
"KASEMIR"	9,400	5th July	do
"SOUDAN"	7,000	19th July	Singapore, Penang, Colombo & Bombay
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	do
"SARDINIA"	6,500	16th Aug.	Marseilles, London & Antwerp
"DEVANHA"	8,000	30th Aug.	do
"NOVANA"	6,450	13th Sept.	do
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp
"KALVAN"	8,987	11th Oct.	do
"DONGOLA"	7,050	25th Oct.	Marseilles, London & Antwerp
"KHIBRA"	9,000	8th Nov.	do
"NAGOYA"	7,000	22nd Nov.	do

BRITISH INDIA-APCAR SAILINGS

"OBRA"	4,482	16th June	Singapore only.
"GREGORY APCAR"	4,949	20th June, 1.30 p.m.	Calcutta via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	5,000	6th July	Malta, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
-----------	-------	----------	---

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"KARMALA"	9,000	17th June, 4 p.m.	Shanghai, Moji, Kobe & Yokohama
"JANUS"	4,424	19th June	Amoy, Shanghai & Kobe
"SOUDAN"	7,000	1st July	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta, Singapore and Madras in box of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge. Periods measuring not more than 24 ft. x 24 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES.

Monthly direct service via Singapore and Pen. Mail

S.S. "ATLAS MARU" ... Monday, 10th July.

BUENOS AIRES-RIO DE JANEIRO, SANTO, DURBAN & CAPETOWN via SAIGON & SINGAPORE. PASSENGER SERVICE

S.S. "CHICAGO MARU" ... Tuesday, 11th July.

BOMBAY & COLOMBO. REGULAR FORTNIGHTLY SERVICE via SINGAPORE

S.S. "GANGES MARU" ... Tuesday, 27th June.

DELI & HANGHUR via SAIGON & SINGAPORE

S.S. "BUSHO MARU" ... Sunday, 2nd July.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

S.S. "PARKING MARU" ... Saturday, 24th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Delmon—Taking cargo to OVERLAND PORTS U.S.A. & CANADA

S.S. "ALABAMA MARU" (taking Passengers) ... Saturday, 17th June.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports

S.S. "SHUNGO MARU" ... Monday, 19th June.

NEW ORLEANS LINE via SUEZ

S.S. "SUMATRA MARU" ... Thursday, 22nd Sept.

JAPAN PORTS—Amoy & Yokohama via Shanghai

S.S. "AEGUN MARU" ... Sunday, 18th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

S.S. "KALJO MARU" ... Every Sundays, Noon

or "AMAKUSA MARU" ...

TAKAO via SWATOW & AMOY

S.S. "SOSEI MARU" ... Thursday, 15th June.

Tel. No. 400.

Y. YAMAGUCHI, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building.

Telephone 2165.

Telegram: "F. E. Service"

C. N. C.
CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**

For	Steamer	To Sail
PAKHAI & HAIPHONG	"KAIFONG"	On 17th June, 10 a.m.
SHANGHAI & TIENTSIN	"SINKIANG"	On 17th June, 4 p.m.
AMOI, MANILA, CEBU & ILOILO	"TEAN"	On 18th June, D.L.
SWATOW & SINGAPORE	"KATING"	On 18th June, noon.
SHANGHAI	"KANSU"	On 19th June, 4 p.m.
SWATOW & BANGKOK	"KIUNGCHOW"	On 20th June, noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 20th June, noon.
SWATOW, SHANGHAI & TIENTSIN	"YINGCHOW"	On 20th June, noon.
AMOI & SHANGHAI	"SUIYANG"	On 22nd June, 10 a.m.

S.S. SHANGHAI LINE—PASSENGER, MAILS and CARGO
Steamers: Saloon accommodation, staterooms, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are loaded in Shanghai, arriving the same vessel at destination at Whampoa.

S.S. BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

T. K. K.
TOYO KISEN KAISHAReduced Fare to Europe U.S.G. \$620.50 First Class Throughout.
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG	LEAVE HONOLULU
PERIA MARU	9,000	June 15th	June 15th
TAIYO MARU	22,000	June 21st	June 21st
SIBERIA MARU	24,000	July 5th	July 5th
TOKYO MARU	24,000	July 19th	July 19th
KOREA MARU	24,000	July 30th	July 30th
SHINYO MARU	24,000	Aug. 14th	Aug. 14th

Calling at Dairen. Calling at Keelung.

SOUTH AMERICAN LINE**HONGKONG TO VALPARAISO**

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE. THROUGH BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG	LEAVE BUENOS AIRES
RAKUYO MARU	24,000	June 28th	June 28th
GINYO MARU	24,000	Sept. 5th	Sept. 5th
ANYO MARU	24,000	Oct. 2nd	Oct. 2nd

Only Manila.

For full information regarding passenger, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building

Tel. No. 274 & 74

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG \$620.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

S.S.	LEAVES HONGKONG	ARRIVES SAN FRANCISCO
"PRESIDENT LINCOLN"	June 20th	July 13th
"PRESIDENT TAYLOR"	July 5th	July 27th
"PRESIDENT WILSON"	July 20th	Aug. 10th

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON

S.S. "JACOB"	June 22nd, 5 p.m.
--------------	-------------------

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO, Union Building, Hongkong.

AGENTS AT CANTON—REISS & Co.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	15th July.	20th July.

SAILING SUBJECT TO ALTERATION.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is on board. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agent. Telephone No. 35.

SIAMESE STEAMSHIP CO., LTD.**SAILINGS FROM HONGKONG**

FOR	STEAMER	TO SAIL
BANGKOK	"SRI SAMUD"	16th June, 5 p.m.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

Telephone 38.

HAWTHORNE & PEARSON

Late of Savile Row, London.

LADIES' & GENTLEMEN'S TAILORS**AND BREECHES MAKERS**

Beg to announce that they are now producing

LOUNGE SUITS from \$65

Cut and Finish guaranteed. A visit is cordially invited.

3, Union Building (First Floor)

Entrance opposite General Post Office, Hongkong.

P. O. Box 520.

[636]

